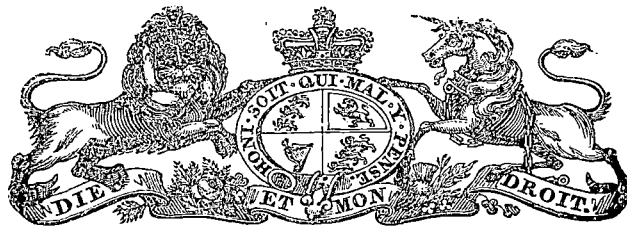


(No. 66.)



1893.

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PARLIAMENT OF TASMANIA.

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POSTAL AND TELEGRAPH CONFERENCE,  
BRISBANE, 1893 :

R E P O R T.

---

Presented to both Houses of Parliament by His Excellency's Command.

1893.  
—  
QUEENSLAND.

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POSTAL AND TELEGRAPH CONFERENCE,  
1893.

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R E P O R T

OF THE

CONFERENCE HELD IN BRISBANE IN MARCH, 1893,

INCLUDING

REPORTS OF PROCEEDINGS, REPORT OF PERMANENT HEADS OF  
DEPARTMENTS, AND PAPERS LAID BEFORE CONFERENCE.

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BRISBANE:  
BY AUTHORITY: JAMES C. BEAL, GOVERNMENT PRINTER, WILLIAM STREET.  
—  
1893.

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# POSTAL AND TELEGRAPH CONFERENCE, 1893.

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## REPORT OF THE DELEGATES TO THE INTERCOLONIAL CONFERENCE HELD IN BRISBANE DURING MARCH, 1893.

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The colonies were all represented at the Conference.

The Conference sat on the 20th, 21st, 22nd, and 24th March, 1893.

The following were the principal resolutions carried, viz. :—

### POSTAL SERVICE.

#### REPRESENTATIVE POSTAL UNION CONGRESS.

1. That in the opinion of this Conference one representative should be sent from Australasia on behalf of all the colonies to represent them at the Postal Union Congress.

#### OCEAN MAIL SERVICE.

2. That in view of the necessity for speedy and regular communication between the United Kingdom and Australasia, this Conference is of opinion that the system of subsidies should be continued, and the mail service maintained by the United Kingdom and the colonies as at present.

3. That the London Post Office be invited to call for tenders in Great Britain and Australasia for a weekly service, on conditions approved by the colonies, from *bond fide* British companies (to be performed by one or more companies running on alternate weeks as at present). Before any tenders are accepted, it be a request that they be submitted to the colonies for approval. The principal conditions are set forth in the proceedings of this Conference.

#### FUMIGATION OF MAILS.

4. This Conference is of opinion that any fumigation of mails for Australasia should be at Adelaide (not at Albany), and at Thursday Island for Northern mails.

#### CANADIAN-PACIFIC MAIL SERVICE.

5. That this Conference considers it desirable to negotiate for a Canadian-Pacific Postal Service.

#### SAN FRANCISCO MAIL SERVICE.

6. That this Conference directs that a communication be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms.

TELEGRAPH

## TELEGRAPH SERVICE.

## CONTINUATION OF CABLE GUARANTEE.

1. That this Conference does not consider it desirable, after the recent arrangement as to rates, to give notice to the Eastern Extension Cable Company to terminate the existing guarantee. Queensland objecting.

## PACIFIC CABLE ROUTE.

2. That in the opinion of this Conference the time has arrived when a second cable route should be established *via* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon. South Australia not voting. Western Australia not voting.

## HOUR-ZONE TIME.

That it is desirable in the interests of the public that the hour-zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that on the 135th meridian, or nine hours east of Greenwich.

## ELECTRICAL.

That the Report of the Committee containing rules and regulations to be observed for the erection or laying of electric light and power wires be received with the thanks of this Conference to the members of the Committee for their valuable services.

## REPORTS OF HEADS OF DEPARTMENTS.

The Report of the Heads of Departments on subjects of detail connected with Postal and Telegraphic matters was received and adopted with amendments.

Other matters were considered, and for such see Minutes of Proceedings.

Appended to this report will be found—

1. Minutes of proceedings and reports of debates.
2. Reports of Heads of Departments.
3. Papers laid before the Conference.

Signed on behalf of New South Wales,  
JOHN KIDD.

Signed on behalf of Victoria,  
AGAR WYNNE.

Signed on behalf of South Australia,  
CHARLES TODD.

Signed on behalf of Queensland,  
TH. UNMACK.

Signed on behalf of Tasmania,  
AGAR WYNNE.

Signed on behalf of New Zealand,  
J. G. WARD.

Signed on behalf of Western Australia,  
R. A. SHOLL.

Brisbane, 24th March, 1893.

# REPORT OF THE PROCEEDINGS AND DEBATES

OF THE

## CONFERENCE HELD IN BRISBANE, MARCH, 1893.

### EXECUTIVE COUNCIL CHAMBER, QUEENSLAND.

MONDAY, 20 MARCH, 1893.

The Conference met at 10 a.m., and the undermentioned gentlemen, representing the Colonies herein named, were present:—

- New South Wales* : The Hon. JOHN KIDD, M.L.A., Postmaster-General.  
S. H. LAMBTON, Esq., Deputy Postmaster-General.  
P. B. WALKER, Esq., Secretary Telegraph Service.
- Victoria* : The Hon. AGAR WYNNE, M.L.C., Postmaster-General.  
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
- Western Australia* : RICHARD A. SHOLL, Esq., Postmaster-General.
- Tasmania* : The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-General, Tasmania.  
ROBERT HENRY, Esq., Superintendent of Telegraphs.  
HENRY BOYES, Esq., Secretary to the Post Office.
- New Zealand* : The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs.  
C. LEMON, Esq., Ph.D., Superintendent of Telegraphs.
- Queensland* : The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General.  
JOHN McDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

#### APPOINTMENT OF PRESIDENT.

The Hon. J. KIDD (N.S.W.) moved—

“That the Hon. T. Unmack take the chair as President of this Conference.”

The Hon. A. WYNNE (V.) seconded the motion, which was carried unanimously.

#### PRESIDENT'S ADDRESS.

The PRESIDENT said: Gentlemen,—I desire to thank you for the honour you have paid to the colony of Queensland in electing me as President of this Conference. I heartily appreciate the honourable position you have placed me in; but at the same time I know that its duties will be comparatively light, because you are one and all acquainted with the business that is to come before us, and with the procedure customary at these Conferences, and I feel that I can depend upon your generosity and kindness to overlook any shortcomings on my part in conducting the business. I desire to take advantage of this opportunity to give you a hearty welcome to Queensland. This is the first Intercolonial Postal Conference held in Queensland, and I am aware that many of you have come to us at this time of the year with most erroneous ideas regarding our climate, but I trust that your present visit will remove those erroneous impressions, and that your experience will be such as to induce you to visit us again on some future occasion at an early date. I hope that you will be pleased with your visit before you leave our shores. When I was at Hobart twelve months ago, and proposed that we should hold the next Conference at Brisbane, I certainly had no idea that we should have been afflicted with a calamity which is second to none that has ever befallen any part of Australia. Though we have suffered greatly by that calamity, I feel that I ought, in the first instance, to offer a few remarks of sympathy to the sister colony of New South Wales and those who have recently suffered by the floods in that colony. I can assure them of the most hearty sympathy of the people of Queensland, and say that although we have suffered severely, yet the Mayor of Brisbane has telegraphed to Maitland asking if any assistance is required, and if help should be needed, I am sure there are those in this colony who, if they have it to spare, will be glad to render assistance. (Hear, hear!) Seeing that all the colonies are represented on this occasion, I should be wanting in my duty—indeed, I should be doing violence to my own feelings—if I did not embrace the opportunity to tender to you, and through you to the people of the colonies you represent, our most hearty, earnest, and sincere thanks for the sympathy and help which have been extended to us in our misfortune. Though the question is entirely outside the business for which we have assembled, I am sure

sure you will pardon reference to it when I tell you that our feelings compel us to make this public acknowledgment of your kindness, your generosity, and your ready assistance. The crimson thread of brotherhood has impelled you, so to speak, to hold out to us the hearty helping hand of brothers in our distress, and your sympathy and assistance have done much to raise the hopes of those who were well-nigh smitten to the earth with sorrow and loss. I ask you, then, to convey to those you represent our grateful thanks for the generous, kindly, hearty, and noble assistance which has done so much to raise the hopes and rouse the energy of those who have suffered so severely by the flood. We possess that traditional energy and pluck with which Britons are always credited, and we do not despair; we have vast resources in the colony, and are ready and willing to utilise them, and we give you fair notice that we are not, if we can help it, going to be behind any of the other colonies; but will give you a fair race and be at the head if possible. (Hear, hear!) Our losses have been great; our rivers have been comparatively blocked, our railway traffic has been disturbed, and we are at the present time at a great disadvantage, but I am sure you will all be pleased to convey to your respective colonies the intelligence that we are not cowed, but have still the same energy and pluck to overcome all difficulties. (Hear, hear!) At previous Conferences great hospitality has been shown to the representatives of the various colonies, and I had hoped when last year I invited you to come here, to have shown you some of the many beauties of this colony, but unfortunately I have now to ask your forbearance in this respect, as owing to the flood disaster, wherever I may take you, you will see wreck and ruin, though they do not appear so great now as they did a few weeks ago. It will be my endeavour to make your visit as pleasant and comfortable as possible, and I am sure that not only the members of the Government but also the people of the colony will join me in the effort to make your brief stay among us enjoyable, and enable you to leave us with the same good impression we have carried away from the other colonies. The Postal Conferences which have already been held, have done a great deal of good, inasmuch as they have compelled us to keep up with the march of progress adopted by the whole postal authorities throughout the world, and have also enabled us to provide many extra postal facilities for the public. I therefore hope that these Conferences will be maintained and carried on, because we know that much good will result from them; among the other good effects resulting from them in the past, they have gradually tended to foster a federal spirit. This working together in harmony is gradually drawing tighter the bonds of union, and hastening that federation of the colonies which we all desire. The business paper which has been laid before you is compiled, as you are aware, from the notices given by the various colonies represented, and it shows that there is a large amount of business to be discussed. Most of it is of a departmental character, and that, I presume, will be dealt with in the usual way by the permanent heads of the departments, who will then bring up their report to the Conference. Still there are some very important matters for Ministerial discussion, of which, I take it, the foremost will be the appointment of a representative to the Postal Union Congress. This matter, I need scarcely point out, is of the greatest importance to the postal interests of all the Australian colonies, because, as you are aware, the seven colonies, including New Zealand, have but one vote among them. The discussion of this vital subject should call forth the federal spirit which sinks all minor differences and merges all our interests in one in order to secure effective representation at the Postal Conference of the world. I believe that we are all animated by one desire in this matter, and will do all we can to accomplish the object of that desire. At all previous Conferences brevity has been the order of the day, and I am not going to depart from the custom by now enlarging upon any of the proposals on the business paper. I therefore adopt that as my motto, and ask you now to proceed to business. (Hear, hear!)

Mr. BOYES said he had been desired to apologise for the absence of the Postmaster-General of Tasmania.

Mr. C. TODD also tendered an apology for the Hon. Wm. Copley for his non-attendance, owing to his presence being necessary in South Australia during the general elections.

Mr. GEORGE H. BUZACOTT was appointed Secretary, on the nomination of the Hon. J. G. WARD, seconded by the Hon. J. KIDD.

It was unanimously resolved that the Press be admitted to the proceedings of the Conference.

The following members then presented their commissions:—The Hon. TH. UNMACK, the Hon. J. KIDD, the Hon. J. G. WARD, the Hon. A. WYNNE, Mr. R. A. SHOLL, and Mr. C. TODD.

Mr. R. HENRY stated, that in consequence of the inability of the Hon. the Postmaster-General of Tasmania to attend the Conference, he had wired that gentleman suggesting that the Hon. A. Wynne be commissioned to act on behalf of Tasmania.

#### NOTICES OF MOTION.

##### SECOND CABLE ROUTE.

The Hon. J. G. WARD to move,—

That, in the opinion of this Conference, the time has arrived when a second cable route should be established, *via* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.

##### CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference considers it desirable to negotiate for a Canadian Pacific Postal Service.

##### THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference directs a protest to be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the Subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms.

##### ELECTRICAL.

## ELECTRICAL.

In accordance with a resolution passed at the Conference at Hobart recommending the appointment of a Committee of Experts to draft a Code of Rules and Regulations for erection of Electric Light and Power Wires, the Committee met in Sydney on the 13th, 14th, 15th, 16th, and 17th instant.

Mr. TODD now presented the Report, which was ordered to be printed.

The Conference adjourned until 10 a.m. to-morrow.

## TUESDAY, 21 MARCH, 1893.

The Conference met at 10 a.m.

## PRESENT:

- New South Wales* : The Hon. JOHN KIDD, M.L.A., Postmaster-General.  
S. H. LAMBERTON, Esq., Deputy Postmaster-General.  
P. B. WALKER, Esq., Secretary Telegraph Service.
- Victoria* : The Hon. AGAR WYNNE, M.L.C., Postmaster-General.  
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
- Western Australia* : RICHARD A. SHOLL, Esq., Postmaster-General.
- Tasmania* : The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-Generals, Tasmania.  
ROBERT HENRY, Esq., Superintendent of Telegraphs.  
HENRY BOYES, Esq., Secretary to the Post Office.
- New Zealand* : The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs.  
C. LIZMON, Esq., Ph.D., Superintendent of Telegraphs.
- Queensland* : The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General (*President*).  
JOHN McDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

## REPRESENTATION OF TASMANIA.

The Hon. A. WYNNE (V.) said he had received a telegram from Mr. John Henry, Postmaster-General of Tasmania, stating that he found it impossible to attend the Conference, and asking him to act in his stead. He (Mr. Wynne) would have much pleasure in acting as the representatives of Tasmania.

## REPORT AND RECOMMENDATIONS OF PERMANENT HEADS OF DEPARTMENTS.

Mr. J. McDONNELL, as Chairman of the Permanent Heads of Departments, presented their report and recommendations with respect to "P. and O. and Orient Contract, 1895," and the "Fumigation of Mails at First Australian Port at Joint Expense."

Ordered to be printed.

## 1. EXERCISE OF VOTE AND REPRESENTATION AT POSTAL UNION CONGRESS.

The Hon. J. G. WARD (N.Z.), in moving—

"That, in the opinion of this Conference, one representative should be sent from Australasia on behalf of all the Colonies to represent them at the Postal Union Congress"—

said: Judging by past experience, it seems to me that it is not desirable to delegate important matters in which the whole of the colonies are concerned to someone who is 12,000 miles distant, and who has not had any opportunity of being brought into close touch with the requirements of the Postal Departments of the various colonies. My own opinion is, that it is of far greater importance to the colonies, now that they are in the Postal Union, that we should have at the Conference connected with the union a representative whom we can rely upon to fairly represent our general requirements and necessities, than it is to hold these Intercolonial Conferences. I am not sure whether it would be practicable to select more than one representative, but after considering the matter it does not seem to me that it will be. That there will be difficulties in making the selection I apprehend, but the colonies must sink any differences of opinion and select one gentleman. I think the representative should be the permanent head of the Postal Department of one of the colonies; and I assume that each colony would make proper representations to whomsoever may be appointed. If it is thought desirable that two representatives should be appointed, by all means let it be considered; but we should certainly have a live representative on the spot, who will be in a position to properly represent the interests of the colonies. I shall not make any further remarks on the subject, but simply move the motion standing in my name.

The Hon. J. KIDD (N.S.W.): I will second the resolution, though I regard it as somewhat premature, except as an expression of the opinion of this Conference. The next Postal Union Congress will not be held until 1896, and at the earliest no representative will be appointed before 1895; the representatives who will form the Intercolonial Conference that year will have to choose the representative on behalf of the colonies, and we can have no voice in the matter. We can do nothing to bind any future Conference, but it may be an advantage to the Conference which will have to choose the representative, to know that such an appointment has the approval of this Conference. The mover of the resolution has suggested that

a local

a local man should be appointed as representative. Much might be said on that point, but I think that all the colonies would be only too anxious to secure the best man possible, and I agree that our representative should be thoroughly versed in the postal affairs of the colonies. I understand that, at a conference held at Adelaide on one occasion, one gentleman was appointed from the Post Office in London to represent the colonies at the Universal Postal Congress, but that is the only instance in which all the colonies have been represented by the same delegate. I do not think it would be wise to select the representative from among the Agents-General, as in doing so we should run a risk of creating jealousies, and there would be some difficulty in finding out which of them would render the best service. The better course, in my opinion, would be to appoint some one from the colonies. But it will be a question for consideration whether it might not be better for each colony to send a representative, one to be chosen as the delegate and the others to assist and advise him. The subject, however, requires more consideration than I have yet been able to give to it. We shall only be making a recommendation by carrying this resolution, and I support it for the reason that I consider it the best course to be followed in the future, and the appointment would then have been backed up by the resolution of a previous Conference. It is a course that I would approve of if I had a seat in the Conference of 1895. If the colonies decide to have a representative from each, or if—as at present in the case of the Hon. Mr. Wynne, who is acting on behalf of Tasmania as well as Victoria—two colonies have one representative for both, I think that it is worth our while to agree to this resolution for the purpose of making a recommendation.

The Hon. A. WYNNE (V.): Mr. President,—I entertain this resolution favourably, as I think we should have a live representative at the Universal Congress. We want a man who is in touch with colonial postal matters, and able to speak on behalf of all the colonies. It may be somewhat premature to discuss this matter fully at the present time, but it is well to place on record that the members of this Conference favour the motion. It will strengthen the hands of the next or the succeeding Conference. If we decide that it is advisable to send home a representative, it may then be discussed with regard to the number of permanent heads of departments who should accompany him. My personal feeling is that it is to the interests of the colonies that a person who is in touch with them should represent them at the Postal Congress, and I cordially support the motion.

Mr. C. TODD (S.A.): Mr. President,—I have nothing to say except that I most cordially support the motion of the Hon. Mr. Ward.

Mr. R. A. SHOLL (W.A.): I warmly support the resolution, and I perfectly agree with the Hon. Mr. Ward in that portion of his remarks which suggests that the representative should be the permanent head of one of the departments—one who has a full knowledge of all the details of the working of the Post and Telegraph Departments of the colonies. A motion like this will do a great deal more good than appointing one of the officials connected with the London Post Office, who has no local knowledge of the colonies or their requirements. Of course each colony may like to appoint representatives of their own to confer with the intercolonial delegate who is to vote at the Conference. They might then meet beforehand and decide upon the matters upon which the delegate has to record his vote. With regard to the Hon. Mr. Kidd's remark that this step is premature, perhaps he has in his mind annual Conferences. We cannot speak positively upon that point. It might happen that next year the necessity for a Conference will not be seen, and it can do no harm if this Conference records its opinion that it is necessary that the Australasian colonies should send a representative to the Congress.

The Hon. J. KIDD (N.S.W.): It was decided some time ago at Adelaide that there should be annual Conferences.

The PRESIDENT: In accordance with the practice adopted in preceding Conferences, the President takes part in the discussions, as he represents one of the colonies, and I therefore follow that precedent. At the outset I may say that I am entirely in touch with the proposal. The Hon. Mr. Kidd has not, perhaps, quite looked at the advantages to be derived from an expression of opinion, which is what this resolution aims at, and at the effect it will have upon future Conferences, and upon the various postal authorities, in leading them to mature their ideas and plans upon the subject. Whilst admitting the desirability of sending a man from Australasia who is entirely in touch with the requirements of the different colonies, we must not overlook the fact that whoever may be appointed will primarily be most intimately acquainted with the requirements of his own colony. Now, the diverse circumstances of the various colonies require a considerable amount of reflection before a vote is given upon any subject. We are labouring under this disadvantage, that whilst the colonies have to some extent diverse interests, they have got only one vote in the Postal Congress. This point should not be overlooked by the next Conference, and some instructions to the delegate should be framed, so that the views of the minority may be placed on record. It is apparent that our wants are not thoroughly understood in Europe, and it is just possible—although I should be very sorry to see it—that at some future day one or more of the colonies might decline to be bound by the regulations of the Congress. We have a right to look forward to such a remote contingency, and with that object in view I desire that we should be represented by one who will represent the whole of the interests of all the colonies. It must be the aim of any future Conference to select the most suitable man, and I am sure no local jealousy will be allowed to enter into the selection. (Hear, hear!) The colonies will, I am convinced, always be animated by that federal spirit of give and take, and through our frequent Conferences we know the value of the permanent heads of the departments, so that there will be no difficulty in making our selection. Before the delegate goes home various points can be discussed, and if there is any objection on the part of any colony to any course proposed, the opinion of that colony can be laid before the Congress. Looking at the fact that Australasia has only one vote at the Congress, that vote should be exercised by one who is thoroughly acquainted with the requirements of our postal affairs. At the same time each colony can, if it desires, send another representative. Such representatives would have the right of addressing the Congress, but would not be entitled to vote. That has been the practice hitherto. If we pass this resolution it will do a great deal of good by enabling some scheme to be matured by the various postal authorities to submit to the next Conference.

Mr.

Mr. C. TODD (S.A.): Allow me to say that one of the most important matters for the consideration of the next Conference will be the careful revision of the Vienna Convention. Letters are coming to us frequently from Berne and other places, calling our attention to difficulties pointed out by different countries belonging to the Union. We shall need to revise the Convention most carefully at our next Conference, and I would suggest that the permanent heads, between this and our next meeting, go carefully through the Convention, with the view of bringing up a report for the consideration of Ministers.

Motion put, and carried unanimously.

#### REPORT BY THE PERMANENT HEADS OF DEPARTMENTS.

The Conference then proceeded to consider the Report of the permanent heads of Departments (*vide* Appendix B) in detail:—

On the paragraph—

#### 2. P. AND O. AND ORIENT CONTRACT, 1895.

##### *Subsidies.*

“The present contracts held by the P. and O. and Orient Companies will expire on the 31st January, 1895.

“The total subsidy paid is £170,000 per annum, of which the sum of £95,000 per annum is paid by the Imperial Government and £75,000 by the colonies of New South Wales, Victoria, South Australia, Queensland, Tasmania, Western Australia, and Fiji, the colonies contributing on the basis of population.

“The following were the amounts paid by the colonies for the year 1891:—

	£
New South Wales	26,767
Victoria	26,595
Queensland	9,425
South Australia	7,483
Tasmania	3,506
Western Australia	1,224

“In view of the necessity for speedy and regular communication between the United Kingdom and Australasia, we are of opinion that the system of subsidies should be continued, and the Mail Service maintained by the United Kingdom and the colonies as at present”—

The Hon. J. KIDD (N.S.W.) said: I beg to move the adoption of this report, so far as it refers to the continuation of the payment of subsidies. This matter has been fully discussed previously, and I know that views opposed to mine are held by some. I find, so far as New South Wales is concerned, and the other colonies also, that up to the time of the reduced postage, the postage rates received actually paid us—left us without any loss, except perhaps some few hundred pounds. The present loss is due to the reduced rates of postage, but I suppose that in the course of two or three years the increased amount of postage paid will enable us to carry on the service without loss. In asking you to agree to a continuation of subsidies I do not propose that we should subsidise our mail services at the present rate. (Hear, hear!) The view that is taken by some, especially those connected with mercantile or other important business, is that they are able to wait; that there is no urgency for a faster mail service such as we have, and is likely to continue. That is that the mails will be carried without the inducement of a subsidy with as much expedition as at present. I rather doubt that. I think that unless the mail carrying companies are bound, as they are by a subsidy, we shall not have that regularity that we have now, and which we expect to be improved upon in future. It will be in the interests of the colonies to continue to make arrangements with what I may term English companies, because we are not likely to accept a tender from any but English companies; and there is no doubt that the thanks of the Australasian colonies are due to the two enterprising companies that have been carrying our mails so satisfactorily up to the present—the P. and O. and the Orient Companies. So far as the colonies in the continent of Australia are concerned we could not have a better service than we have at present, and the question for this Conference to decide is whether the subsidy should be continued or not. We have undoubtedly more control when we pay a subsidy; but we should endeavour to reduce that subsidy as much as possible—to a sum that will enable us to carry on our services without loss. It is not expected that the postal departments in these or any other countries will be profitable, and we do not desire that. But we want to give people in the colonies the best possible service, to be worked in the most economical way, and with full control. That is the object we should have in view and which we should give full consideration to. It may be a matter of indifference to some people whether their letters are two or three days earlier or later, but on behalf of the people generally, and particularly those who are not in a position to use the cable, we should desire to have our mail service carried out with the greatest possible expedition. I believe that we shall achieve that by continuing the subsidy system, although perhaps not at the present scale. It is not due to the subsidy charged that we are making a loss now, but simply because the rate was reduced from 6d. to 2½d. I need not allude to Mr. Heaton's proposal to have a universal penny postage. Those who know anything about the cost of carrying mails in the interior of sparsely settled colonies such as Queensland, South Australia, and Western Australia, and even Victoria, the smallest of the group, will know that it is impossible to give an expression of opinion at all favourable to universal penny postage. We might have a penny rate between the mother country and the colonies; but the necessity for charging 2d. within the colonies is apparent. My principal object now is to point out that no serious loss has been sustained owing to any fault on the part of the companies, the subsidies to which have been of great advantage to the colonies in getting their mails carried as expeditiously and regularly as possible, while giving them a control which they would not otherwise have. I therefore think the system of subsidies should be continued.

The Hon. A. WYNNE (V.): I support this proposal most cordially. We have been served very well by our mail-carrying companies in the past, and we cannot do better than follow a good precedent. The regularity of our mails has become a bye-word, and these companies have served us so well that

that I am satisfied the subsidy principle is the true one, and one which must not be dealt with in a haphazard manner. Whatever companies obtain the contract will be compelled by the regulations to deliver the mails in the time prescribed, because the people here will never be content to receive mails irregularly. The regularity and speed of the mail steamers have made it clear to everyone that the subsidy system is the correct one, and I do not think we can do better than continue that principle.

Mr. C. TODD (S.A.): I think we should all support the motion moved by the Hon. J. Kidd. Judging from past experience and from what we may anticipate in the future, it must be quite clear to all of us that what the colonies require is a regular and efficient mail service; and the only way to secure such a service is by the payment of a fixed subsidy. We have before us the fact that the French and German Governments are paying liberal subsidies to the Messageries Maritimes and the North German Lloyd steamers, and I believe they would be prepared to increase the subsidies in order to enable those companies to gain a footing in the Australian colonies with regard to the carrying of our mails. What we want is a large and powerful line of steamers, such as we have at the present time, and we can only secure this by paying fairly reasonable subsidies to British shipping companies.

The Hon. J. G. WARD (N.Z.): I am not going to oppose the motion because the colony I represent is not involved in the question before the Conference; but I am sorry to have to differ from some of the representatives who have spoken on the subject of subsidies to large ocean-going steamers. I believe that the system of paying fixed subsidies is not a right one. Many years ago—before we had such excellent communication as we have now, and were confined to one line of steamers, and when cable rates were so high—it was, perhaps, necessary that the system of subsidising a mail service should be adopted. But, in view of the development which has taken place in the shipping trade, and the enormous reduction in the cost of cable messages, I venture to affirm that the whole question has assumed a different aspect. My own opinion is that the payment for the carriage of mails should be on the basis of weight, and not a fixed subsidy. I do not believe that the introduction of universal penny postage is as far distant as some suppose; and most people are looking forward to a much cheaper means of transit for mails than they have at present. Under the subsidy system the mails are put on board a steamer, and a receipt for them is signed by somebody on behalf of the steamship company; but if a package is lost or damaged, the Department has no claim in respect of that loss or damage. All that is done is to hold an inquiry, in which it is found that somebody is at fault, and a promise is given that the trouble will be obviated in future. As far as the carriage of mails is concerned, we are in a worse position than we are with regard to cargo. When a package of merchandise is put on board, the consignor gets a bill of lading from the company; and if that package is lost, and it is proved that it is the fault of the company, they are held responsible. There is a great deal to be said on the subject of subsidies paid to foreign steamers to enable them to compete with British vessels, as mentioned by Mr. Todd; and if we are going to consider that aspect of the subject we must face the question whether it is right to pay a contribution or not. Having in view the changes which have taken place during the past ten or twelve years, I do not think it is the right thing to continue to pay subsidies.

Mr. R. A. SHOLL (W.A.): I cordially support the motion. I am heartily in favour of the system of subsidies. It has worked well in the past, and I believe it will work well in the future. The Hon. Mr. Ward is of opinion that we should pay for our mails according to the weight of the matter carried. I cannot say positively, but I believe that if the hon. gentleman made a calculation he would find that payment on that system would amount to quite as much as, if not more than, the subsidy, especially if the rate at which mail matter is increasing were taken into consideration. The loss which has accrued to the different colonies under the existing system is due partly to the reduction in postal rates, and partly to other causes. The manner in which the postage is divided between the colonies and England is most unfair to the colonies. Some time ago the Home Government paid a very liberal share of the postage to the colonies, but when the present contract came into force an alteration was made and an apparently very simple system adopted, by which England retained the postage on all the correspondence that was sent from there, and the colonies got the postage on their own correspondence. A little reflection, however, will show that such an arrangement is unfair to the colonies, as the correspondence from England is almost double that from the colonies, and costs very considerably more to deliver in the sparsely populated portions of the various colonies than the Australian mails in the United Kingdom with the immense railway facilities of that country.

The PRESIDENT: On behalf of the colony I represent, I have no objection to continue the present system for a time, but at the same time my opinions are to a large extent in harmony with those expressed by the Hon. Mr. Ward. The occasion for granting subsidies is, I think, fast disappearing, and I believe that in a very few years no further subsidies will be required. But it would be unwise and detrimental to the interests of the colonies and of Great Britain to suddenly discontinue the present system. I trust, however, that the Conference will endeavour to make the term of the subsidy as short as possible. We may fully expect that the amount required for the subsidy will be considerably less than it has been hitherto. With regard to the insecurity of mails referred to by the Hon. Mr. Ward, I may point out that such a thing as the loss of a mail package has never occurred during all the time the service has been in existence, and that, I think, is the best answer that could be made to the fear expressed by the hon. gentleman.

The Hon. J. KIDD (N.S.W.), in reply: I have gone through the conditions of the mail contract, and I do not think any company would undertake to sign such a contract, if they had to carry the mails by weight, unless they were paid a very much higher rate than they receive for ordinary cargo. Every safeguard is provided in the contract with regard to loss or damage of mails, and the company have entered into a bond of £20,000 for the proper performance of their contract, so that the colonies are fully protected. As the President has remarked, no report has been made of any loss during all the time the mails have been carried under this system; and ample provision is made, not only for the expeditious delivery of the mails, but also against loss or damage. But there is an additional reason in favour of the subsidy system, in the fact that it avoids all the trouble and bother of weighing every mail in order to ascertain the amount carried by each vessel.

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The HON. J. G. WARD: They are all weighed when they are made up.

The HON. J. KIDD: But they are weighed for purposes connected with overland transit, not for the purpose of ascertaining the amount payable for their carriage by water; whatever the bulk or weight of the mails may be, the payment under the subsidy system is the same. I am informed that if the system of payment by weight were adopted, the amount would be about the same, though probably in the long run we have an advantage under the subsidy arrangement. The subsidy is for a certain amount, and supposing that it is a little heavier for the first year or two, by the end of seven or ten years that system will prove the better.

The HON. J. G. WARD (N.Z.): But what would you do in the event of two or more new lines of steamers coming in during the term of the contract?

The HON. J. KIDD: Make the best of it for the present, and make better provision for the future.

The HON. J. G. WARD: By way of personal explanation, I wish to state that both yourself, Mr. President, and the Hon. Mr. Kidd slightly misunderstood what I intended to convey. I did not express any fear of any possible loss of mails. What I wanted to make clear was that whilst we paid enormous subsidies for the carriage of our mails, in the event of the loss of a mail package there is absolutely no redress, in the case of the loss of a package of cargo you have redress. I wished to call attention to that anomalous state of affairs. The fact that a mail bag has never been lost is the best argument which can be adduced in favour of my contention for the abolition of subsidies.

The HON. J. KIDD: That can be covered by an additional clause or two in the next contract.  
Question put and passed.

#### *New Zealand to Join in the Service.*

On the recommendation—

“That New Zealand be invited to join in the service”—

The HON. J. G. WARD (N.Z.) said: I cannot hold out any immediate prospect of our joining in this Federal service. New Zealand is distant from Australia some 1,200 miles by sea. We have, of necessity, to send the mails from the northern portion of the island across America to London in order to insure a speedy service. I refer to the San Francisco mail service. The amount paid for that service last year amounted to about £18,000, the greater portion of which was paid by New Zealand. If we could get as good a mail service for the public of New Zealand as we are now getting, we would be very ready to coalesce in the proposal now made. But we cannot, and we are therefore bound to maintain the San Francisco service. To that service the other colonies contribute upon the basis of 12s. per lb. weight carried for them. In addition to this service we have also to support two direct mail services—the New Zealand Steamship Company and the Shaw-Saville Company's services. Those companies do the bulk of their business with New Zealand, and we support them on the basis of the weight of mail matter they carry for us. We thus have to maintain three mail services. We in addition pay for mails carried for us by the Federal service, for which we pay at the rate of 12s. per lb. The amount is only small, last year our contribution being £812 19s. I hope the other colonies will not imagine that New Zealand is not anxious to join them. We have nothing to gain by opposing this service. On the contrary, if our circumstances did not compel us to support the San Francisco service and our present direct services, we would join heartily, notwithstanding my own views in regard to subsidies. I ask you to accept my explanation of the position of New Zealand. It may be argued that if we agree to join this Federal service we would not have to pay any more than we now pay; but if we joined you, we would have to pay our present services on the basis of weight, a largely reduced sum, and the two companies which now carry our mails are now complaining about the smallness of the contribution they get, so that our position is a difficult one.

The HON. J. KIDD (N.S.W.): I think this recommendation is a mistake, for the reasons explained by the Hon. Mr. Ward. If any of us represented New Zealand we would take up the same position. Why should they join in our mail service and destroy the one they have got? The Hon. Mr. Ward is quite right in acting in every possible way in the interests of New Zealand. He has shown the small amount his colony paid last year for poundage, and we cannot ask that they should give up a better service and join us, especially in view of their great distance from us.

The PRESIDENT: I quite agree with the remarks made by the last speaker. We cannot ask New Zealand to join us in this matter. It is not necessary to make any further remarks, as the Hon. Mr. Ward has so clearly put the case. As business men we can see the position New Zealand is in, and we cannot expect them to do what would certainly be against their own interests.

Question put and negatived.

#### *Tenders.*

On the following recommendation:—

“That the London Post Office be invited to call for tenders on conditions approved by the colonies, from *bonâ fide* English companies (to be performed by one company or by two, in the latter case running alternatively, as at present), but before accepting any tender that all tenders be submitted to the colonies”—

The HON. J. KIDD (N.S.W.) said: The word “weekly” does not appear in this paragraph. It would be very much better if tenders were called, so as to give two companies the right of joining in a tender. We ought to insist that we have the advantage of two companies. We are not likely to get any company within the next few years to run a weekly service. It would be much better to invite two companies to run an alternative weekly service, as at present. We have only to be consulted afterwards, so far as the payment goes. The Imperial authorities pay rather more than we do, and if we want to have a bigger voice in it, it would be better to make it clear that we consider it better to continue the service by two companies

companies; if not, the Imperial authorities might strongly advise the acceptance of a tender by one company, and that would not serve us as well as two. I would therefore move that the paragraph be amended to read in this way:—

“That the London Post Office be invited to call for tenders for a weekly service on conditions approved by the colonies, from *bonâ fide* English companies (to be performed by two companies running on alternate weeks, as at present), but before accepting any tender that all tenders be submitted to the colonies.”

The HON. A. WYNNE (V.): I regret that I can neither accept nor support this amendment. At present we are confined to two companies. There are really only two companies trading to these colonies that carry mails; and if this motion were carried, it would mean that we would have to pay whatever these two companies insisted upon charging us. I favour the recommendation as originally drafted, so that we may have competition. If one company will carry mails for one-half or two-thirds of what two companies will, why should we throw away one-third of our own money to assist one of the other companies? We shall have no competition if we are restricted to two companies. The great thing is to have competition. We want to have mails carried in the most expeditious way by the cheapest route. We have not the interests of any one or two or more companies at heart; in fact, I would not limit it to one or two companies. Four companies might join in a tender, and let us get tenders at the lowest rates. Then why should we be restricted to English companies? We have some large Australian companies here, which year after year are building larger steamers, and I do not see why they should be prevented from tendering. I do not take “English” to cover “Australian” companies, although that may have been the intention of those who made this recommendation. We have large companies here managed by men of great energy, who are pushing their business day after day. Year after year they put on larger and better appointed boats, and they can carry mails at a greater speed now than the P. and O. or Orient steamers did a few years ago. There are numbers of those boats that run from sixteen to eighteen knots an hour, which is a much greater speed than is required under the present contracts. Therefore, I suggest that the words “or Australasian” be inserted after the word “English.” We will then foster our own industry and be better served.

The HON. J. G. WARD (N.Z.): The word “British” will cover “Australasian” as well as “English.”

Mr. C. TODD (S.A.): I think there is a good deal of force in what Mr. Wynne has said, and I second his amendment. But, with the exception of that alteration, I think the paragraph might stand as printed. The committee intended that the word “English” should mean “British,” so as to exclude the vessels of foreign countries. We shall have plenty of competition, because, as Mr. Wynne said, some of the Australasian companies have now steamers equal to the P. and O. steamers, except perhaps some of the newest vessels built by the latter, and they will compete with the boats now carrying mails.

The HON. J. G. WARD (N. Z.): I would further suggest that in addition to inviting these tenders at the London Post Office, they should be simultaneously called for in the Australian papers. By doing that, some fire would be put into the business, so far as steamship owners are concerned. They would feel we were in earnest, and the English companies would be kept up to the mark. It would not hurt the resolution in any way, and it may do good.

The PRESIDENT: I will read the paragraph embracing all the suggestions which have been made—

“That the London Post Office be invited to call for tenders in Great Britain and Australasia for a weekly service on conditions approved by the colonies, from *bonâ fide* British companies (to be performed by one or more companies running on alternate weeks as at present). Before accepting any such tender that all tenders be submitted to the colonies.”

Question, as amended, put and passed.

#### *Term of Contract.*

Recommendation—“Term of contract, seven years”—put and passed.

#### *Time of Arrival.*

On the next recommendation—

“That it be a stipulation that greater regularity in the time of arrival of mails be insisted upon, as under the present arrangement of alternately slow and fast vessels the equal weekly interval is destroyed”—

Mr. C. TODD (S.A.) said: The vessels do not run alternately, as a matter of fact. We have some comparatively slow boats, which were considered fast a few years ago; and it is a great inconvenience to the commercial public that the mails should arrive at unequal intervals. Merchants and bankers whom I have spoken to have told me that it is not so much a very fast service as a regular service that they require, so that they will know on what morning they will find their mails on their desks.

The PRESIDENT: Leave out the word “alternately.”

Amendment agreed to; and question, as amended, put and passed.

#### *Time to be Occupied.*

On the recommendation—

“Time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days. The accompanying Return (Appendix C) shows the times occupied by the steamers of the two companies from Brindisi and Naples to Adelaide during the year 1892, the average time taken having been from Brindisi 28 days 17 hrs. 20 min., and from Naples 28 days 22 hrs. 26 min.”—

The HON. A. WYNNE (V.) said: I suggest that we call for alternative tenders as to time, say, from twenty-five to thirty days. I feel that in the colonies we must keep up with the march of progress, and

and they are carrying mails between England and America at a faster rate than ours are carried, and during the next seven years I have no doubt they will be carried much faster still. Mails have been delivered in Australia in a little over twenty-five days, and if the companies can do that of their own will when there is a thirty or thirty-two days' service, I think they will make it their business to deliver mails within twenty-five days if we call for tenders and insist upon it. It might be a question of a somewhat greater subsidy, but I am sure that all the colonies would pay a slightly increased rate to have a gain of five days in their mail service. To merchants and other business men five days means a great deal. They will be able to get goods and letters much quicker, and passengers will be more inclined to travel. Time means money, and the faster we compel these boats to travel, the better known will the colonies become, and the more popular as places of resort for European people.

Mr. C. TODD (S.A.): There is no necessity for the suggestion. When tenders are limited we should stipulate that the time is not to exceed, say, thirty days.

The HON. A. WYNNE (V.): If you say thirty days they will take thirty days.

Mr. C. TODD (S.A.): If any company tenders for less than thirty days that would weigh with those who have to decide upon the tenders. I am sure that the colonies would give the preference to twenty-five days if the subsidy were not extravagantly high, and the companies in their own interests will tender for as speedy a service as possible. I think it would be sufficient to make the limit thirty days. At present it is 32½ days, and the average trip with the Orient boats is 28 days 22 hours 26 minutes, while with the P. and O. boats the average is 28 days 17 hours 20 minutes.

The PRESIDENT: I would suggest that after the words "thirty days" there be inserted the words "or such lesser time as tenderers may offer." I think that will meet the difficulty. (Hear, hear!)

Mr. C. TODD (S.A.): It may interest the representatives present if I mention some quick passages that have been made. The "Britannia" made the passage in 28 days, in March last year; the "Oceana" in 29 days in May last year; the "Ormuz" in 28 days in June; the "Oceana" in 27 days in October; and the "Australien" in 28 days.

Question, as amended, put and passed.

#### *Termini, Delay of Steamers, &c.*

The following recommendations were adopted without discussion:—

"That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Albany both ways; the outward steamers to stay at that port not less than six hours."

"That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian colonies or any of them."

"That in any future contract the term 'mails' shall be held to include parcels, but the parcels to be conveyed wholly by sea, as at present."

#### *Calling at Colombo.*

On the recommendation—

"That the steamers call at Colombo both ways"—

The HON. A. WYNNE (V.) said: I do not think we should insist on the steamers calling at Colombo. It is some 500 miles out of the direct route, and calling there causes a loss of about two days. If the steamers ran direct from Aden to Albany, and coaled at the latter place, we should save at least two days. If they wish to call at Colombo, I would not object to their doing so, but it seems unreasonable to make it a condition of their contract that they shall go out of their course.

Mr. C. TODD (S.A.): The permanent heads of departments made this recommendation in the interests of the trade with India, which is a growing one. It would be a very long run from Port Said to Albany, for the boats do not coal at Aden. There is a growing tendency on the part of persons residing in India to make Australia a sanatorium, and those persons who come here in search of health carry away such an impression of the colonies as tends largely to encourage the exportation to that country of our products, especially wine. We also export to India large quantities of copper. If the steamers did not call at Colombo, it would put obstacles in the way of that trade and dislocate our mail service with India and China.

Question put and passed.

#### *Carriage of Frozen Meat, &c.*

On the recommendation—

"That it should be a condition of the new ocean mail contract that the steamers should be required to afford all conveniences for the carriage of frozen meat, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same"—

Mr. C. TODD (S.A.) said: I moved that that condition should be inserted at the instance of Mr. Copley, who telegraphed to me as follows:—"When Conference is considering conditions of new ocean mail contracts, freights and conveniences for carriage of fresh fruits to England should be discussed. Freights are now very high and lower charges are necessary to encourage export and enable colonies to develop fruit production."

The

The Hon. J. KIDD (N.S.W.): I should like to have the word "butter" inserted after "meat." I know that the phrase "and other products" includes "butter," but it is likely to become such an important article of export that I think it should be specially mentioned in this paragraph. At the present time, owing to the want of space on the steamers, we are not able to export all our surplus butter.

The Hon. J. G. WARD (N.Z.): I quite agree that the proposed stipulation is a very important one. With regard to butter, I may say that our experience in New Zealand has been that the right way to deal with butter exported to the old country is to freeze it ashore first and then put it into the steamer's freezing chamber, so that if sufficient space is provided for frozen meat, the requirements with regard to frozen butter could be met in the ordinary freezing rooms of the mail steamers.

The PRESIDENT: I look upon the insertion of this provision in the future contract as a matter of great importance to the interests of Australia. Every colony is now striving to increase the number of its products by the export of articles which it is best fitted to produce. Tasmania has its fruit industry; Victoria its butter industry; New South Wales its various industries; and last, but not least, Queensland has its meat industry, which will yet assume proportions that will astonish the old country, and possibly ourselves as well. I must express my pleasure at the really practical nature of the suggestions made by the permanent heads of departments for insertion in the contract. They show that those gentlemen have watched the various interests of the colonies outside their own departments, and kept up with the march of progress.

Amendment—To insert "butter"—agreed to.

The Hon. A. WYNNE (V.): I agree that this is a very important addition to the contract. I would further suggest that in making provision for carrying frozen meat there should be a certain reservation of space for each port. At the present time the mail steamers fill up as they choose, and recently 800 tons of butter were kept back in Victoria for five or six weeks because there was no space available. New South Wales was then thrown over, and one steamer was kept to take away Victorian butter, which was as unfair to New South Wales as the preceding delay was to Victoria. If a reservation was made of a certain amount of space for each port, all parties would know how to prepare their produce for exportation, and no such delays would occur. I move, therefore, the insertion of the words, "That arrangements be made for a certain proportion of space to be reserved for each port of call."

Mr. C. TODD (S.A.): South Australia will suffer in an intensified degree the inconvenience mentioned by the hon. gentleman, and I shall therefore support the amendment.

The PRESIDENT: I am afraid that by inserting all these conditions we shall be hampering the action of tenderers, and adding very considerably to the amount of subsidy which will be required. One colony will require a much larger space at one season of the year than another. Victoria may ship butter all the year round, but Tasmania cannot ship fruits at all seasons of the year, and will require a great deal more space when fruit is in season than at other times. I think, therefore, that it would be well to withdraw the amendment, and leave this matter to be arranged according to the exigencies and requirements of each port.

The Hon. J. KIDD: There is a great deal in what the Hon. Mr. Wynne has said. I can see that we may get into a difficulty if we try to find a fair proportion. That would probably be fixed on the basis of our respective contributions to the subsidy, and in that case Tasmania would be left rather out in the cold. We might, however, insert a proviso that in the new tenders the companies should state what space would be available for butter, meat, and fruit. The Hon. Mr. Ward has pointed out that, if butter is in a frozen condition, it does not matter whether it is put with the meat or not. We are very much hampered through the steamers having only about one-half the accommodation they would have to provide if they were building their steamers now. It is of great importance to the colonies that provision should be made for the carriage by the mail steamers of our frozen meat, butter, and fruit. That is quite as important as anything we are now discussing, and, as was said by the President, it is an evidence that the heads of the departments can go a little outside the range of their departments and recognise what is to the interests of the colonies. I hope the Conference will agree to this, perhaps, in a modified form. The provision that tenderers are prepared to make would influence me in deciding between them quite as much as the amount of subsidy for the carriage of the mails. The question as to how we are to get rid of our surplus produce in the most expeditious way is most important.

The Hon. J. G. WARD (N.Z.) moved the omission of the word "all" before "conveniences," and the addition of the following words at the end of the paragraph:—"That tenderers shall state what cold storage space they will be prepared to supply, having due regard to the requirements of each colony."

Amendment agreed to; and question, as amended, put and passed.

#### *Conditions of Present Contracts.*

Recommendation—

"That the other general conditions of the present contracts be agreed to"—

Put and passed.

#### *Abolition of Accelerated Train through France and Italy.*

Recommendation—

"In view of the fact that whilst the mails from Australasia are carried by the accelerated train through Italy and France those by Orient steamers are carried by ordinary mail train, the time occupied being about the same in each case, we recommend that the accelerated train service be abolished as decided at the Adelaide Conference of 1890, especially as out of the postage of 2½d. per ½oz. letter 1½d. has to be paid for the Continental transit by such trains against ½ of 1d. by ordinary trains"—

Put and passed.

*Apportionment*

*Apportionment of Subsidy.*

On the recommendation—

“That the sea-transit rates collected from other countries or colonies making use of the service be placed to the credit of the subsidy, together with any fines that may be inflicted, the balance of the subsidy to be apportioned between the United Kingdom on the one part and the contracting colonies collectively on the other part, on the basis of the amount of mail matter they respectively despatch, the colonies, parties to the contract, to apportion their contribution on the basis of population as at present”—

The PRESIDENT said: It will be noticed that there is a considerable alteration proposed here as regard the contribution of the United Kingdom. At present the United Kingdom pays some £95,000 as against £75,000, the collective contribution of these colonies. The United Kingdom now pays a lump sum, and it is now proposed that they should contribute on the basis of the proportion of mail matter. That is a fair proposal.

Question put and passed.

*Amendment of P. and O. Contract.*

Recommendation—

“That clause 7 of the P. and O. contract be amended in regard to the conveyance of the Indian-China mails connecting at Colombo. Should it be deemed necessary for the Australian steamers to carry these mails in connection with the new contract between Colombo and Brindisi, we consider the Postal Union rates should be paid by the countries despatching those mails, such rates to be dealt with in manner provided for above”—

Put and passed.

*Time of Departure of Mails from Adelaide.*

On the recommendation—

“That the day of departure from Adelaide be Thursday, at 1 p.m., reaching Albany in seventy-two hours”—

Mr. C. TODD (S.A.) said: Last evening I received the following telegram from the Hon. Mr. Copley:—“Large deputation of principal merchants and other business people waited on me this morning asking that in the new mail contracts it should be stipulated that the outward-bound steamers should leave here at 4 p.m. instead of noon as at present. Also asking that the alteration should be made now if possible. Replied would wire you. Held out very little hope for change at present but would press the point for new contract. It is of considerable consequence to us saving day's interest on all bank drafts.” From the very first the merchants of Adelaide have raised considerable objection to the steamers sailing at 1 o'clock. The London Post Office fixed the hour at noon, but, as the Melbourne express train arrives about a quarter-past 10 o'clock in the morning, it is found to be impossible to get the steamers away before 1 o'clock. Both the companies have complained to me, and the Melbourne agents have also sent in complaints about their being delayed for an hour in Adelaide in consequence of the late arrival of the Melbourne express. On the other hand, my Government wish to consult the convenience and interests of our own population as far as possible; and the time now fixed for closing the mails prevents them from obtaining drafts on the day of the departure of the mail. I therefore move that the hour of departure be 4 o'clock, instead of 1 o'clock, as proposed.

Mr. R. A. SHOLL (W.A.): The permanent heads of the departments kindly fixed the hour at my suggestion that it should be not later than 1 o'clock. As a matter of fact, it is only a very fast steamer like the “Britannia” which has hitherto been able to reach Albany in seventy-two hours, and the consequence would be that our mails may not arrive at Albany before 5 o'clock when the overland special train leaves for Perth. The railway to Beverley is in the hands of a private company, to whom the Government, unfortunately, cannot dictate, and who will not be dictated to. The mails would miss the special train, and could not leave until the next morning by ordinary train, which reaches Beverley that night and remains there until the following morning; thus another twelve hours would be lost. At present the special train leaves Beverley in time to get to Perth at half-past 11 o'clock, so that there would be a delay of twenty-four hours if that train was missed. If the departure of the steamer from Adelaide is delayed until 4 o'clock, as proposed, the special train will certainly be missed. I trust it will not be agreed to. I may mention that under the accelerated service proposed for the next ocean mail contract we shall lose twenty-four hours in the receipt of our English mails through their losing this same train; and I therefore ask the Conference to allow the hour of departure to remain at 1 o'clock, and not cause us to lose a day both ways.

The PRESIDENT: After listening to the representations made by Mr. Sholl, on behalf of Western Australia, we must show that we are actuated by a spirit of forbearance and by a spirit of give and take. He has made out a good case, and I do not see why the Western Australian mails should be inconvenienced in the way mentioned, in order to accommodate the people of South Australia. I am sure that Mr. Todd, with his usual liberality and general view of the position, will admit that he is on the wrong side of the ship on this occasion. The only reason he gave was that the merchants of Adelaide could not get their bank drafts by 1 o'clock.

Mr. C. TODD: Before the mail closes at 10 o'clock.

The PRESIDENT: My own experience, as a man of business for many years, enables me to say that any merchant who is anxious to get a draft in time to catch the mail can order his draft the night before, and send in his cheque for it at 10 o'clock. By doing that no inconvenience need arise. Accounts can be made up, and the amount of the draft known the day before, or else the merchants would be working in very close quarters if they stood a chance of being late. There would be no difficulty in obtaining drafts, and I hope the decision of the Conference will be to give Western Australia the little facility that it requires at our hands, and gracefully concede the point.

Mr.

Mr. C. TODD (S.A.): We all know that the only *modus vivendi* in this world is compromise. May I suggest that 2 o'clock should be the time? It must be borne in mind that we are having faster steamers and providing for a faster service, and it is only the slow boats that reach Albany too late for the train. Fast boats leaving Adelaide at 2 o'clock on Thursday will arrive there in ample time on Sunday afternoon. We stipulate 72 hours.

Mr. R. A. SHOLL (W.A.): I have quoted the fastest steamer of the P. and O. Company, the "Britannia." She is one of the few that can do it.

Mr. C. TODD (S.A.): I move as an amendment that the time be 2 o'clock.

Amendment put and negatived; and original question put and passed.

*Conference with Imperial Government.*

The recommendation that—

"It is necessary that early steps be taken to confer with the Imperial Government on the subject of the new contracts, in order that tenders may be invited with as little delay as possible"—

Put and passed.

3. FUMIGATION OF MAILS AT FIRST AUSTRALIAN PORT AT JOINT EXPENSE.

On the recommendation—

"We are of opinion that any fumigation of mails should be at Adelaide, and not at Albany, the first port of arrival. If a thorough fumigation is considered advisable, it would be necessary to open the 700 or 800 bags, containing about 250,000 articles, arriving by each steamer, to untie the bundles, and fumigate each article. It is hardly needful, however, to point out that such a course as this would probably delay the mails forty-eight hours, to say nothing of the large expense in providing a staff for opening, retying, and reclosing the mails, the beneficial results, as a preventative, being, as we understand, in the opinion of many medical officers, very doubtful"—

The PRESIDENT said: I may say that this matter has been placed upon the business paper by myself, and I may add that I have not much faith in the system of fumigation. I do not think it accomplishes what we really desire; but, on the other hand, the medical men, to whose opinions we must bow—at all events, the medical men in Queensland—instruct us to have the mails fumigated from any infected port. Of course, we are bound to carry out those recommendations, but at the same time it appears to me that if we are to carry out instructions and to fumigate the mails, we should not carry those mails all over the continent from Adelaide to Queensland and distribute the germs of disease through the railway trains of the different colonies. We must adopt a means of fumigating them at the first port of arrival, and I agree with that portion of the report which names Adelaide. There is no use fumigating at Albany, and I think some means should be adopted of fumigating mails arriving by British-India steamers at Thursday Island. It seems to me that the proposal made is a good one, although, looking at the report which the heads of departments have submitted to us, they have pointed out so many difficulties, that I am inclined to believe they are not very favourable to the project themselves. At the same time, if we admit that the germs of disease can be possibly carried by the mails, then I think you must admit that we ought to put a stop to the possibility of contagion being carried amongst us by dealing with the mails at the first port of arrival. We will then accomplish what we are told will be the means of preventing the spread of contagious disease. Members of the committee have pointed out how many thousands of articles will have to be dealt with. But have not all these articles to be dealt with piecemeal? Every colony will get a few hundred bags, and I think we should be adopting a wise course, if we believe in fumigation at all, in dealing with the matter at the first port of call.

The Hon. A. WYNNE (V.): Will all the bags have to be opened?

The PRESIDENT: The doctors say it is no use unless they are.

The Hon. J. G. WARD (N.Z.): Briefly, my opinion is that it is not desirable that the whole of the mails should be opened at any one place. It is indicated in the report submitted to us that it will cause a delay of forty-eight hours, which is a matter of considerable consequence to people who expect letters as soon as possible after their arrival in the colonies. On one hand we are providing for a large sum of money to subsidise steamers in order to obtain a greater speed, and on the other we are providing for a system which immediately delays matters forty-eight hours. I do not know what the medical officers' opinions are, but I have an idea that if the bags are fumigated it would be sufficient. It seems to me that we are now establishing a very important departure, and one which, while there has been a great deal said by those who are afraid of disease being imported, I certainly think is not a very wise step. If the bags are fumigated at the first landing port, the contents could be fumigated when they have reached their several destinations.

The PRESIDENT: The germs would be carried all over the colonies first.

The Hon. J. G. WARD: All reasonable precautions would be taken by fumigating the bags first and the mails afterwards.

Mr. C. TODD (S.A.): It will be observed that the heads of departments make no recommendation beyond that it is necessary to fumigate the mails thoroughly. All medical men say that if fumigation is to be carried out at all the bags must be emptied, and the contents spread out so that the fumes may reach every article. Therefore, I think there is no alternative but to carry out the suggestion. If the fumigation of the bags would make it safe to carry them in trains, and let each colony deal with its own mails

mails as it pleases, as Mr. Ward suggested, that will get over a great deal of work at Adelaide, and it is a question which I respectfully suggest should be referred to medical experts—that is, to the medical officers on the boards of health. The Chairman of our Board of Health, who is a medical man, attaches very great importance to the matter, and I was compelled to fumigate all the mails coming from infected places, in the manner I have described.

The HON. J. KIDD (N.S.W.) : Some plan might be adopted of insisting upon the owners of mail boats carrying out a provision that mails taken on board at infected ports should be fumigated when put on board. Of course, the steamers would be quarantined in the usual way. I think it is better that the bags should be fumigated, and then the mails be sent on to their destination, and fumigated by the colonies receiving them.

The PRESIDENT : We either believe that disease is likely to be spread through the country by the distribution of mail matter, or we do not. If we do not believe that, then we need not take any action; but if we do believe it, we must provide against such dissemination of infectious disease by the fumigation of the contents of mail bags. To fumigate the mail bags is of no use, as that will only kill the germs on the outside of the bags. Scientific and medical men tell us that disease can be carried, and is frequently carried, by the distribution of mail matter received from infected localities. That being so, we are bound to safeguard the people as far as possible by adopting the precautions recommended by experts. The medical men of our Central Board of Health insist that—"The whole of the contents of mails should be spread on the wire shelving, and exposed to sulphurous fumes for at least three hours continuously." If that is necessary, the fumigation of bags is not sufficient. It is suggested that to fumigate the mails at the first port of call would cause a delay of forty-eight hours; I do not think the delay would be so long if proper accommodation were provided, but even if it were, the people would sooner put up with that delay than run the risk of a terrible disease being introduced into the country; and it would be more economical to fumigate the mails at the first port of call than for each colony to do it separately. In any case, we should certainly not be justified in neglecting the precautions recommended by medical men.

Question put and passed.

The Conference then adjourned till 11 o'clock to-morrow.

#### WEDNESDAY, 22 MARCH, 1893.

The Conference met at 11 a.m.

##### PRESENT :

- New South Wales :* The Hon. JOHN KIDD, M.L.A., Postmaster-General.  
S. H. LAMBERTON, Esq., Deputy Postmaster-General.  
P. B. WALKER, Esq., Secretary Telegraph Service.
- Victoria :* The Hon. AGAR WYNNE, M.L.C., Postmaster-General.  
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia :* CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
- Western Australia :* RICHARD A. SHOLL, Esq., Postmaster-General.
- Tasmania :* The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-General, Tasmania.  
ROBERT HENRY, Esq., Superintendent of Telegraphs.  
HENRY BOYES, Esq., Secretary to the Post Office.
- New Zealand :* The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs.  
C. LEMON, Esq., Ph.D., Superintendent of Telegraphs.
- Queensland :* The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General (*President*).  
JOHN McDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

#### 4. CONSIDERATION OF CONTINUANCE OF GUARANTEE WITH CABLE COMPANY.

The HON. J. KIDD (N.S.W.), in moving—

"That this Conference does not consider it desirable, after the recent arrangement as to rates, to give notice to the Eastern Extension Cable Company to terminate the existing guarantee"—  
said: The simple question before us is whether we are going to continue the guarantee with the Cable Company. The history of that guarantee, which is well known to those who took part in connection with it, is this: It was entered into to induce the Eastern Extension Company to agree to the reduction of the rates from something like 9s. 6d. to 4s. per word. The matter was very fully discussed at Adelaide in 1890, and a common understanding was arrived at that a guarantee should be entered into with the company under certain conditions. In February, 1891, in Sydney, the guarantee was agreed



agreed to, after considerable discussion, on the basis of the revenue derived by the company in 1889, which amounted to £237,000, the colonies to pay half the amount of the deficit in the event of the revenue falling below that of 1889, the company bearing the other half. That was all done under the impression that the colonies would have nothing to pay, as the increased business done under the reduced rates would be larger than under the old rates. They looked upon the entering into the guarantee as merely a nominal thing. But, after the first year's experience at the reduced rates, we found that it was something more than nominal. The guarantee was payable on the basis of population; and last year, in addition to the subsidy, New South Wales had to pay about £15,000; Victoria about the same; and the other guaranteeing colonies lesser amounts in proportion to their population. In August last a short Conference was held in Melbourne to consider the desire of New Zealand to come under the guarantee under certain conditions. The principal condition was that the guaranteeing colonies should also guarantee to pay a certain proportion of the loss that might be incurred by the reduction of the cable rates between the Australian colonies and New Zealand from 9s. 6d. to 2s. 6d. per message of ten words. That was agreed to—I myself acting for New South Wales—on condition that the Conference at Melbourne agreed to a slight increase in the cable rates, in order to enable us to get rid of the loss we had incurred under the guarantee. Mr. Zeal, then Postmaster-General of Victoria, agreed with me that we ought to endeavour to adjust the rates, as we had quite enough to pay under the subsidy. New Zealand was admitted under the guarantee, and we agreed to bear half the loss that might arise by the reduction in the rates to New Zealand. We agreed that the rates to England should be raised by 9d. a word, and it was arranged that the new charge should be made from the 1st October last. Owing to difficulties in the way of the E. E. Company coming to terms with other countries—I think the principal hitch took place with India—we were unable to commence under the increased rate until the 1st January last. Before I left Sydney I had a return submitted to me showing the business done during the two months of January and February. There was a considerable increase on the January and February revenue of the previous year, which was thought satisfactory, more especially considering the continued depression in trade, which means less use of the cable than under more prosperous circumstances. These are the figures for those two months: In January, 1892, the number of messages was 7,892, and the number of words, 113,144; and the receipts for that month amounted to £23,077 16s. 4d. In January, 1893, the number of messages was much less, and the number of words was also much less, although the receipts were considerably increased. I feel satisfied, however, that the slight falling off in the number of messages was not due to the increase of 9d., and I think that any business man will agree with me that an increase of 9d. a word would not be likely to prevent the sending of one message. Seeing that there had been a reduction from the high price of 9s. 6d. a word to 4s., we did not think that the additional 9d. per word which was put on for the purpose of trying to save this loss out of the guarantee, would affect the business very much; and it has not affected it very much. Though the increase for January, 1893, was only about £1,000, the receipts being £24,070 7s. 11d., as compared with the receipts for January, 1892, I find that in February, 1893, the revenue increase is considerably more. In February, 1892, there were 7,050 messages, the number of words being 104,416; and the receipts were £20,784 12s. 7d. In February, 1893, there were 7,159 messages, the number of words being 110,775; and the receipts were £22,837 15s. 6d.; so that in that month there was an increase in revenue over February, 1892, of about £2,000. And February being a short month, I think that shows a considerably larger increase than appeared in January. In asking the Conference to agree to the continuance of the guarantee, I may point out that it is wise to do so until we have some prospect at least of some alternate route; as you will see by the conditions of the guarantee that we have a hold on the company. They are bound by the guarantee not to increase the rate beyond the price fixed; and in other ways we have some control over the company with regard to the business, and if we withdraw from the guarantee then they may charge any rate that may suit their fancy. I do not say that they would be likely to do so. I think they would be likely to do business at such rates as would prevent any opposition being started; but seeing that there would be no possibility of opposition for a considerable time, they might, for a season, charge higher rates, because the public would not be so much influenced against them so long as they had the rates reduced before any other cable was brought into working order. Going back to the history of the guarantee, Mr. Todd will remember that Sir John Pender, chairman of the E. E. Company, almost implored the Conference at Adelaide not to dream of reducing the rate below 5s. a word, because it would mean a heavy loss. He was right, and all our friends representing the various colonies were wrong in thinking that the reduction in the rate would more than double the amount of business, and prevent any loss under the guarantee. As I have already pointed out, the loss was a serious one. We thought it serious in these depressed times that we should be called upon suddenly to contribute an additional £15,000; and our friends in Victoria felt the tension in much the same way. That was the groundwork of our reason for making an increase from 4s. to 4s. 9d. We did not increase the Government rates or the Press rates, because they were very much the same as they appeared in the table submitted by Sir John Pender when he suggested that the rate should not be less than 5s. per word. If the rate had been fixed at 5s., we would not have lost anything under the guarantee; but would rather have been a little to the good. That is the position of things; and I think it would be an unreasonable thing for us to give notice, and disturb the present arrangements, for some time at least, by terminating the guarantee entered upon. I think we are in a fair way now not to make much loss under the guarantee, and I do not think there are any grounds for withdrawing from the guarantee. I think I have given all the information worth giving in connection with the question. When we agreed in August last that if we could get the company to agree to the additional 9d. per word, we evidenced by that agreement that we would not disturb the guarantee; and if we give notice next year—we cannot do so until the 31st January next year—to terminate the guarantee, that will be evidence that we do not know our own minds with regard to matters of this kind more than a few months at a time. I think it would unsettle matters too much to attempt to give any such notice; and, for the reasons I have given, I think it would be wiser for this Conference to decide not to give notice to discontinue the guarantee.

Mr. C. TODD (S.A.): I beg to second the motion moved by my hon. friend Mr. Kidd. He has placed the matter so very clearly before the Conference that I do not think I can add anything. The contributions of the different colonies, now that New Zealand comes in, together with the rapidly increasing business, will make the amount to be contributed less and less every year. I find, after the first



first year's operation under the reduced rate of 4s., the actual loss of revenue to the cable company was £55,040, of which the colonies of Victoria, New South Wales, South Australia, Western Australia, and Tasmania paid one-half in proportion to their population; our proportion of the loss being £27,520. If I bring the second year up to the end of 30th April next—the estimated revenue of March and April being £33,000—the revenue up to the end of April would be £190,723, or more than £8,000 greater than the first year. The first year it was £182,696; the second, the estimated revenue will be £190,723, showing a loss of £47,014, of which one-half, or £23,507, will have to be made good by the colonies. Of course the increased rate only came into operation on the 1st January, and therefore we have only four months of the year—January, February, March, and April—during which the traffic was carried on under the increased rate. Making a very rough estimate indeed of the revenue for the year ending 30th April, 1894, and allowing for little or no increase of business—although I am sure we all expect and hope that the depression existing in the whole of the Australian colonies will soon be removed, and that there will be a rapid extension of business—but I say, allowing for no increase whatever in business, the amount to make good will be about £17,500, and having now the assistance of New Zealand, that small amount will be spread over all the colonies with the exception of Queensland. I have much pleasure in seconding the motion.

The HON. A. WYNNE (V.): On behalf of Tasmania I am desired to state that that colony is favourable to the continuation of this guarantee. They are not inclined to give notice to terminate it, but consider the question somewhat on the lines mentioned by the Hon. Mr. Kidd; the feeling being that, if business continues to increase, the colonies will not be called upon to pay anything, or the amount will be merely nominal.

The HON. J. G. WARD (N.Z.): As you will probably follow me, Mr. President, and it being quite likely that you will be in accord with the other colonies, I will put on record how this question has affected New Zealand. In March, 1891, we had a short meeting in Sydney, and New Zealand and Queensland then happened to be in the one boat; we were on the one side. The attitude of New Zealand was not favourable to the arrangement which was then proposed. At that time there was good reason to warrant the stand New Zealand took with Queensland; but the position has been altered by the very large reduction which has been made in the cost of cable messages between the Australian colonies and New Zealand. That has warranted New Zealand in joining in the guarantee for the international and intercolonial cable. What I wish to indicate now is how this question has affected New Zealand revenue. I am bound to say the arrangement has so far been satisfactory. The decrease in the cost of cable messages between New Zealand and Australia has been the very large one of 340 per cent. The actual decrease in the cost of messages has been from 8s. 6d. per ten words to 2s. 6d. per ten words; and when I say that, since the reduction has taken place, the increase in intercolonial messages between New Zealand and Australia has been 84·71 per cent., and the decrease in revenue only 25·31 per cent., I think it will be seen that as far as we are concerned the result must be considered very satisfactory. Then, again, New Zealand has benefited by joining with the other colonies in the guarantee for the international cable by having the rate reduced from 10s. 8d. to 5s. 2d., a reduction of 115 per cent. The result of the working has shown that, although we reduced the rate 115 per cent., we have had an increase of 101·55 in messages, and their value has increased 70·49 per cent. between 1st January and 15th March, over the corresponding period of last year. New Zealand at the present time believes in the guarantee as a good arrangement for the colonies, the commercial world is well pleased with it, and all other interests are satisfied with it. The company have shown a distinct desire to meet the reasonable requirements of the colonies, and I am quite prepared to assist, as far as possible, in this matter. There is a fear that the Eastern Extension Company may become a huge monopoly. Personally, I do not care if they do, so long as they give us reasonable rates and conduct their business as satisfactorily as they have done in the past. I have very much pleasure in supporting the motion of my hon. friend, and I can only hope that the present depression will not continue, and that, with returning prosperity, the guarantee as the outcome of increased business will be proportionately diminished.

The PRESIDENT: On behalf of Queensland, of course, I enter our usual dissent in regard to this matter.

Question put and passed.

##### 5. REPORT FROM THE COMMITTEE OF ELECTRIC LIGHT AND TRAMWAYS.

Mr. C. TODD (S.A.), in moving—

“That the Report from the Committee of Electric Light and Tramways be adopted”—  
said: It will be remembered that at the Hobart Conference held in 1892, the Minister for Agriculture and Education (South Australia), the Hon. W. Copley, moved, and Mr. Kidd seconded the following motion—

“That the drafting of a code of Rules and Regulations for erection of electric light and power wires be referred to a committee of experts, consisting of Messrs. E. C. Cracknell, George Smibert, A. F. Matveieff, R. Henry, and C. Todd, representing the Telegraph Departments of New South Wales, Victoria, Queensland, Tasmania, and South Australia; and Messrs. Haes, Arnot, and Callender, representing the Electric Light Companies. Mr. Todd to be convener of the Committee, and the report to be forwarded to the various Postmasters-General.”

Mr. Cracknell, as you all know, died a few weeks ago, and Mr. Walker took his place. Mr. Walker also represented the colony of Queensland on the Committee, Mr. Matveieff having retired. Anyone at all acquainted with what has been done in these colonies, and elsewhere, in connection with electric light and power wires, must feel that the time has come when the whole of these works should be constructed under properly devised rules and regulations. It is necessary for the protection of the Post and Telegraph Departments; it is necessary for the public safety; and it is necessary also to secure efficiency. The city authorities of Melbourne and Adelaide are contemplating the

the installation of electric light throughout their streets, and in order to avoid interfering with the working of telephone lines, such a work as that can only be undertaken under strict rules and regulations similar to those adopted in other countries, and especially by the Board of Trade in England. The members of the Committee who met in Sydney were all experts. The Governments were protected by the presence of the permanent heads of the Telegraph Services. The Corporations of the cities of Melbourne and Adelaide were admirably represented by Mr. Arnot, Electrical Engineer of the city of Melbourne, and Mr. Langdon, City Surveyor of Adelaide, while the interests of the Electric Light Companies were well looked after by Mr. Haes and Mr. Callender. We had under consideration the regulations of the Board of Trade on electric lighting lines in England, and we also had before us extracts from the Electric Light Laws and Regulations obtaining in Austria, Hungary, Italy, Belgium, France, and Switzerland. To a very large extent we adopted the rules and regulations of the Board of Trade of England, but we introduced, as we think, many very important alterations in those rules, and added others which will do much, we think, to conserve the safety of the public and the interests of the Telegraph Departments. I have now much pleasure in moving that this report be adopted.

The HON. J. G. WARD (N.Z.): I second the adoption of the report of the committee of experts on this matter. The attention they have given the subject is shown by the report they have submitted. I concur in the remarks made by Mr. Todd, and I may say there are many matters which render it imperative that there should be a uniform system. I think myself the recommendations contained in the report will, to a large extent, remedy many of the evils existing in the past. I have very much pleasure in seconding the motion.

The PRESIDENT: I have been pleased to listen to the remarks made by Mr. Todd, and I think the draft code of rules and regulations in the report placed before us contain many most valuable suggestions for the safeguarding of the electric telegraph systems from interference by electric light wires. At the same time I do not quite agree with the resolution that the report be adopted. I think it would be sufficient if we were to receive the report, because different circumstances may operate in each colony. This is not a matter of intercolonial moment or importance. It is more a matter for the control of the operations of electric light and power companies within each colony, and I think we should not bind ourselves too closely by the adoption of the report. By adopting the report we might be bound, in a measure of speaking, to carry out the suggestions made therein, and circumstances might arise in either colony which would render it advisable to differ from them. The object we have would be served by carrying a motion that the report be received. I have drafted a resolution—

“That the report of the Committee containing rules and regulations to be observed for the erection or laying of electric light and power wires be received, with the thanks of this Conference to the members of the Committee for their valuable services.”

I think that will meet the case better than the adoption of the report, which, I presume, very few of us have yet had an opportunity to read. There is a great difference between adopting and receiving a report. By receiving it, it will be made part of the labours of the Conference.

The HON. J. G. WARD (N.Z.): Received and printed.

The PRESIDENT: The printing has already been moved. If Mr. Todd will withdraw his motion, I shall be pleased to move that the report be received.

Mr. C. TODD (S.A.): I can do no more after what the President has said than, with the permission of the Hon. Mr. Ward, withdraw my motion. After I had moved it, it came across my mind that I was asking the Conference to do something more than it might be willing to do. I think the motion might state that the report should be recommended to the consideration of the different colonial Governments, if the President does not mind.

The PRESIDENT: I don't mind that.

Mr. C. TODD: In the early stages of the Committee's labours I moved three important motions, which were as follows:—

1. “That it is desirable that the laws and regulations relating to the erection of electric light and power wires for the supply of electrical energy should, as far as possible, be uniform throughout the Australian colonies.”
2. “That no local or municipal authority, company, or person shall be allowed to lay in, or erect on, or along any street or public thoroughfare any electric light or power wires without statutory authority.”
3. “That a Board of Control consisting of, say, three members, be appointed in each colony, under whose supervision all works relating to electric lighting and the transmission of power shall be carried out in accordance with the rules and regulations approved by the Governor in Executive Council; and that a central or intercolonial Board of Control, consisting of representatives from the local boards, should also be appointed to make such amended rules and regulations as may from time to time be necessary, and to deal with matters cognate thereto.”

We might merely recommend the report to the consideration of the different Governments, leaving out the word “favourable.”

The HON. A. WYNNE (V.): I follow our President in this matter. It is one which will require legislative enactment in each of the colonies to give authority for electric lighting and electric tramways, and no member here can state how the legislature of any particular colony will deal with the matter. Regulations will be framed under the respective Acts, and I do not think, for my part, that I can consent to adopt this report. It ought to be received for consideration, and the work of the Committee will be of great value to the different Parliaments when they come to deal with the matter, but it is beyond our power to insist upon the subject being carried out on the exact lines of this report.

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The PRESIDENT: With all due respect to the opinion of Mr. Todd, who is an expert, whose opinion will be highly valued, I think we should be going far enough if we merely received the report, and embodied it in our proceedings. We all know that we are only on the threshold of the science of electricity, and we do not know but that in the course of a few months some fresh discoveries may be made, which may entirely alter the present valuable suggestions that have been made here. So far as our present knowledge goes, the experience of the experts will no doubt be very fully drawn upon from this report in any colony in which legislation is undertaken. My opinion is that whatever we decide upon in this Conference should be carried out if possible. I do not think we should come to any resolution or bind ourselves to do anything, and then hang fire for two or three years afterwards. Wherever it is possible to carry out any agreement that has been agreed to, it should be done, and as expeditiously as possible; therefore, I think we would be going far enough by simply receiving the report, and any colony will then be in a position to avail itself of it in any legislation upon the subject. It does not follow that it will be legislated upon in all the colonies. There is a great demand in this colony for such an Act, and it is our intention to grapple with the matter, because we are beginning to see the danger arising to the telegraph system, and these suggestions will prove of great value. I hope Mr. Todd will raise no further objection, and agree to merely receiving the report. We acknowledge the great services rendered by the Committee of experts, and if occasion should arise there will be no hesitation in calling them together again.

The HON. J. G. WARD (N.Z.): I have much pleasure in conforming to the desire of the President, and will consent to the motion being withdrawn.

The PRESIDENT: The motion now will read—

“That the report of the Committee containing rules and regulations to be observed in the erection or laying of electric light and power wires be received with the thanks of the Conference to the members of the Committee for their valuable services.”

Question put and passed.

#### SECOND CABLE ROUTE.

In accordance with notice of motion, the HON. J. G. WARD (N.Z.), moved—

“That in the opinion of this Conference the time has arrived when a second cable route should be established *via* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.”

This motion, as you will observe, is one which, if passed, will not commit any of us to any expenditure. I think this Conference should put on record their opinion that it is desirable to have a Pacific cable *via* Vancouver to Canada and Europe. It will be for those who deem it desirable to enter upon such an enterprise to submit a proposal—a joint one, I presume, to the several colonies; and the whole scheme can then be carefully considered by the various Governments. My own opinion is that those who are now responsible for the existing cable communication between the Australian colonies and Europe should realise the vast importance to the colonies, as well as to Europe, of having a second cable *via* Vancouver, through British territory and under the management of British subjects. We have had proposals submitted, and even surveys made to some extent, in connection with a projected Pacific cable, but so far nothing definite has been accomplished. We are here to express our individual opinions on the subject, and my own idea of a Pacific cable is that one from these colonies should start from Queensland and cross over to New Zealand to a place called Ahipara Bay, then overland to Mongomni, thence to Fiji, and on to Honolulu, thence to the Sandwich Islands, thence to Fanning Island, which belongs to the British Government; from there to Vancouver, thence to the Red River, on the Canadian continent, and thence to the terminus of the cables lying between Newfoundland and Great Britain. Once it is across the Canadian continent it will, of course, be practicable for those who enter into the project to use the Mackay-Bennett cable, and thus duplicate the cable to England. Canada would then be in direct communication with these colonies. According to a proposal formulated a few years ago, the rate for the transmission of messages right from the colonies to England would be 4s. a word, and in return it was stipulated that we should give a guarantee of 4 per cent. on the estimated cost of the cable, which would be about 7,000 miles in length, and cost about £1,500,000, so that roughly speaking the guarantee required would amount to under £70,000 per annum. The scheme would be a gigantic one, and those undertaking it would require very favourable terms; but it would be a great advantage to the colonies, both politically and commercially. It is well known that in time of war a treaty could be entered into for the protection of existing cables.

The PRESIDENT: That has already been done.

The HON. J. G. WARD: And it would, doubtless, be done in connection with any future cables. But there are special advantages in taking the cable entirely through British territory.

The PRESIDENT: It cannot be done.

The HON. J. G. WARD: Practically I think it could, and there is a great deal to be said in favour of such a route as compared with any other that might be adopted. I should like to add, that if the Eastern Extension Telegraph Company wish to maintain the business which they have begun between these colonies and England, Sir John Pender will do well to seriously consider the desirability of laying a Pacific cable *via* Vancouver. I have no fear of any evil consequences resulting from a monopoly, because I am confident that should there be any abuse of that monopoly the colonies would unite to ensure that what is done is conducive to their general interests. I hope the resolution will be agreed to. I will not take up any further time now, but will content myself with formally moving the resolution.

The HON. J. KIDD (V.): I second the motion as it stands on the business-paper.

The PRESIDENT: As no one else seems willing to handle this subject, I shall make a few remarks upon it. I am very pleased indeed to see that the opinion which Queensland has entertained for the last eighteen years or more with reference to a Pacific cable is being made the subject of serious discussion.

discussion. The motion before us is very broad, and is just such a one as, I think, ought to be adopted by the Conference, because it leaves the question of route entirely open; and none of us can say, at the present time, where such a cable should go. At the same time, there are circumstances which ought to be taken into consideration; and these I shall briefly touch upon, as the mover of the motion has indicated what route should, in his opinion, be adopted. The colonies of Queensland and New South Wales, who have, as you were informed at the last Conference held at Hobart, entered into a guarantee with a company for the laying of a cable between New Caledonia and Queensland, have been found fault with by the Press for their action. They have been accused of being selfish, of taking into their own hands matters which ought to have been considered by all the colonies conjointly, of binding themselves hard and fast to a foreign company, and of I do not know what other sins and crimes in connection with the matter. So far from receiving any blame from the other colonies, I think they ought to pass a vote of thanks to Queensland and New South Wales for having entered into negotiations which will open up traffic between New Caledonia and Australia, and for having done it at their own expense. The proposal that was made to us involved the comparatively small guarantee of £2,000 per annum from each colony, the Government of France contributing £8,000 per annum towards the service. If we had not accomplished anything more than the opening up of means of communication between New Caledonia and Australia, that in itself would be worthy of recognition. All sorts of erroneous and misleading statements have been made in reference to the future cable extension through New Caledonia. I may say at once, without hesitation, that we have entered into no agreement which at all binds us to extend the cable through that particular company, beyond New Caledonia. We have certainly accepted the offer which was made to construct this cable, which was to form the first link of the cable to Vancouver; and the company bound themselves, if we adopted this, to proceed further with the matter, section by section, but we have not bound ourselves to contribute anything towards the rest. We have simply said that we would contribute to the first section, and whenever the company was ready to make further proposals we said that they would be entertained in a proper manner, not only by ourselves, but by the whole of the colonies and by the other countries that are interested. We told them, "If you can manage to get up the guarantee you require, we shall be very pleased to contribute our share, provided your proposals are reasonable." Then, again, we have been charged with granting the exclusive right of landing a cable in our territory to a foreign company. Nothing could be more void of truth than such a statement. We have certainly made an agreement with this company, allowing them to land a cable on Queensland shores, but we are not precluded from allowing fifty other companies a similar privilege. We are at liberty in that as in every other direction, and we shall be very pleased to join in any proposal that will give us a cable entirely independent of the present company. That is the object we have had in view for the last eighteen years or more, and provided the terms are fairly reasonable we are ready and willing to make a sacrifice in order to get what we consider is an absolute requirement for the Australian colonies. A lot of extravagant remarks have been made about this "foreign" business—about the cable passing through "foreign" territory, and all that sort of thing. Where has our cable business been done hitherto? Has it gone exclusively through British territory? Why, from 1860 to 1875 the whole of the business was done through Java. Then the cable was laid from Port Darwin to Singapore, and our business has since been done along that line. But is the line even now all in British territory? Does it not pass through Egypt and through Persia; and when the line is interrupted do not our cablegrams go through Russia? Are not these all foreign countries? I may be allowed to quote what I said at Hobart last year. On page 97 of the report, when speaking of the proposal to lay a Pacific cable, and referring to the line to New Caledonia, which we had then in view, and which we have still in view, I said: "But whatever route was adopted, the cable would have to pass through some countries where the British Government was not supreme. The route proposed for the Pacific cable would pass first through New Caledonia, which was a French possession; then Fiji, a British possession; then Samoa, which was under the joint protectorate of Great Britain, America, and Germany; then to Honolulu, which was under the joint protectorate of Great Britain, France, and America; and then the Fanning Islands, which were British." That is the only route which can possibly be adopted if you want a Pacific cable. You must go through foreign territory. And where is the harm in going through foreign territory? We have a treaty which protects us. I also referred to this at Hobart when replying to the alleged danger of having our cable communication interrupted in the event of war. I am reported as follows: "He did not think they need trouble themselves much about that question, because, first of all, they had seen how territories frequently changed hands, and as far back as 1884 they would find a treaty of nations by which they bound themselves that all cables in time of war should be considered as neutral." In passing, I may say that during the last week or so I noticed in one of the cables from England that in the House of Commons the British Government were asked if they would make some arrangements for obtaining possession of New Caledonia, and there is a possibility in the air that New Caledonia may some day be got in exchange for some British possession, just as Heligoland was recently parted with, and as other places have been parted with. There is nothing to lead us to believe that New Caledonia is for ever to remain a French possession. The international treaty I referred to is still in existence, and no matter where the cable goes that treaty will protect it. The present proposal is to start from Queensland for some place in New Zealand; but let me point out this to you: I look upon the section to New Caledonia as an accomplished fact, because I am assured that it will be laid by the 1st of August. The distance from New Caledonia to Fiji is 695 miles, while the distance from New Zealand to Fiji is 1,240 miles. Now, there is no company in the world who will construct over 545 miles of cable at an average cost of at least £300 a mile, if they have nothing to gain by it. In addition to this, the Hon. Mr. Ward now proposes that a cable should be laid from New Zealand to Queensland, which is 1,400 miles more, making in all 1,945 miles additional cable to be laid if we discard the section to New Caledonia. It is utterly unlikely that 1,945 miles of cable, at a cost of £300 a mile, will be laid when it is not at all necessary. The arrangement between New South Wales and Queensland and the company is a *bonâ fide* one, and I am in a position to say that by the 1st August the section will be completed to New Caledonia, so that that distance will not have to be laid again. Of course, if it is desired to lay a cable between Queensland and New Zealand, that is another matter; but no company is likely to be willing to proceed to Fiji by a route which would entail the laying

laying of an additional 545 miles. Of course the remainder of the proposed route would be exactly the same as has been advocated by this company. I ask you again to discard from your minds any fear that Queensland or New South Wales is anxious to bind the other colonies or to do any underhand work. The object we have in view, and the object we have accomplished, has been to establish communication between New Caledonia and the colonies. No one will deny that the commercial advantages of that enterprise are very great, especially to several of the other colonies who are not called upon to contribute at all towards the guarantee, but are to have the use of the cable at the ordinary rates. Therefore, if anything, I think we deserve the thanks of the different colonies for having undertaken that business ourselves. I am in a position to say that Captain Audley Coote, who is now in Brisbane, is prepared, if necessary, to lay proposals before us for the immediate extension of that cable. I am not aware whether we are in a position to deal with the matter; but he has substantial guarantees from other countries for this extension. We want to have an absolutely independent cable. That is Queensland's notion, whatever the other colonies may think. We do not think a monopoly should be enjoyed by one company; we think it better to have two companies, independent of one another, so that, if one cable is interrupted, we can use the other. Besides, competition is the soul of business. That is why I think an unwise thing has been done by the other colonies in continuing the guarantee to the present company. If the suggestion I made at the Sydney Conference, when the agreement was made with the present company, had been adopted, you would have fared much better. My suggestion was that instead of reducing the rate to 4s. you should make it 6s., because you were deceiving the public by making them pay 4s. over the counter and then paying another 2s. out of the Treasury. By fixing the low rate you prevented opposition, and absolutely played into the hands of the present company. If you had fixed the public rate at 6s. it would have been an inducement to another company to come forward, but now no other company could start unless they charged the same low rate as the present company, whilst the present company is getting additional money out of the Treasury all the same. There has not been a fair chance for a company to start this Pacific cable. But I am perfectly satisfied that this cable will be constructed; and I believe the negotiators of the proposed extension from New Caledonia are in a good position to carry it on. We have never suggested that a French company, or any foreign company, should construct the cable; that is a matter for consideration when the proposals are made. We have merely bound ourselves to guarantee a cable from New Caledonia here; all the rest is as open to us as to the other colonies. I shall have much pleasure in supporting the proposal of the Hon. Mr. Ward to the extent to which he has gone, because that is what Queensland has been striving for during the last eighteen years.

Mr. C. TODD (S.A.): Without venturing to express any opinion as to whether a Pacific cable should be laid or not, perhaps you will allow me, Mr. President, to place before this Conference the financial aspect of the question. Cables are not laid for philanthropic purposes. Companies lay cables that shareholders may get dividends. First, I must tell you that the existing cables and the land lines of Australia, including Western Australia and South Australia, are capable of doing five times the present amount of business. The amount of business done at present under existing rates—which you tell us are too low, because they shut out opposition—keeps pretty steady at 1,200,000 or 1,300,000 words. The promoters of the Pacific cable scheme, when they laid their plans before us, proposed a rate of 4s. Out of that they would have to pay at least 1s. for transmission over the Atlantic cables and across the continent of America. Then 1,300,000 words would have to be divided between two companies, because the rates would be the same by both routes. That would reduce the number of words at the present rate of business to 650,000 words a year, which, at 3s. a word, would amount to £97,500. It would really be less, as Government and Press messages would be charged reduced rates. The cost of these cables has been estimated by the promoters themselves at £2,000,000. The working expenses—including all their stations and staff, maintenance, steamers, and the ordinary renewals and repairs which would have to be effected in a cable extending over 8,000 miles—may be put down at about £60,000 a year. That is the experience of cable companies in other parts of the world. Then the life of a cable can only be put down at twenty years; therefore a reserve fund or an amortisation fund, as it is called, must be put aside during those twenty years for renewals. That would amount to a charge of £75,000 a year. In addition to that, there would be interest to pay upon debentures, which was estimated by the promoters themselves at £40,000; so that the total cost of the Pacific cable would be something like £175,000 a year. The revenue, at 3s. a word, as I have said, is £97,500 a year, or £80,000 less than the yearly expenditure. They asked us for a subsidy, in the first instance, of £100,000. With regard to that subsidy I may point out that the Imperial Government have steadily and firmly set their faces against any subsidy to a cable company. When we wanted to reduce the rates *via* Port Darwin we made an application to the Home Government to induce them to take a portion of the burden entailed by the reduced rates, pointing out that England would derive as great a benefit from the reduction as the colonies; but the answer was, "No." Therefore the promoters of the Pacific cable scheme will not be able to look to the Imperial Government for one penny.

The PRESIDENT: They will get it, all the same.

Mr. C. TODD: It does not appear at present that they will do so. The Home Government stated at the Imperial Conference held in 1887 that they could not subsidise one line without subsidising the other. They would feel bound to assist a cable to India and Australia by the present route, quite as much to assist the Pacific cable. Is it likely, I ask, that we can get £30,000 of the subsidy from the United Kingdom and Canada? Canada, we know, takes a very strong and sentimental interest in this scheme, and is prepared to support it; but suppose, for the sake of argument, that the United Kingdom and Canada did contribute £30,000 out of the subsidy, that would leave the Australian colonies a subsidy of £50,000 to be divided between them. That may be roughly divided as follows:—Victoria, £15,000; New South Wales, £15,000; New Zealand, £8,500; Queensland, £5,000; South Australia, £4,000; Tasmania, £2,000; and Western Australia, £500. We see that the revenue of this company, including the subsidy of £80,000, will only amount to £177,500, while the expenses, including £40,000 interest on debentures, will amount to £175,000, leaving no profit for the shareholders. If we exclude the

£40,000

£40,000 for debentures, that would leave a profit of £42,500; or a little over 2 per cent. I do not think there is any property so risky as a cable property. Its life is only valued at twenty years; but, at all events, I think my figures show that, as a financial scheme, this will not pay. You will be spending £2,000,000 for little or no purpose; because, as I say, the present line can carry five times the existing amount of business. Surely we are not likely to get lower rates by spending £2,000,000 where it is not required. In saying this I am expressing my own opinion, because it would not be right for me to express the opinion of South Australia, which colony is quite prepared to cast in her lot with the Australian colonies in the true spirit of federation.

The Hon. A. WYNNE (Victoria): It would ill become me to criticise the conduct of any other colony, and I do not think the question of this cable to New Caledonia is raised on the Hon. Mr. Ward's motion. I can support the abstract question, because I think it is advisable to have a second route if possible. This motion does not call upon any colony to enter into a guarantee or subsidy, and if we can obtain a cable under the control of a British company, and if possible, altogether on British territory, the greater the benefit to the Australian colonies. Personally, I look upon New Caledonia as a plague spot in the Pacific, with its convict settlement, and I would like to see the transportation of convicts there stopped. To my mind, in time of war, a danger would arise if we were solely depending upon a foreign company. If Great Britain was at war with France or any other country, we could not expect a foreign government or a foreign company to send our cable messages intact to or from Great Britain, or to send them at all. In addition to that, the danger would arise of our messages either being mutilated in transmission or their contents being divulged to our enemies. Therefore, I cordially approve of the suggestion of the Postmaster-General of New Zealand, that if this line is laid it should be through British territory, and under the control of the British Government, or a British company.

The Hon. J. KIDD (N.S.W.): I think there is too much endeavoured to be made out of the dangers that may arise to a cable *via* New Caledonia in times of war, and that it is going too far to say it would be rendered useless. I would like to draw your attention to the position the French would be in with regard to this cable. It starts from British territory, and at Vancouver it crosses British territory, and if they wanted to prevent the use of it, as far as British interests are concerned in these colonies they could cut off communication, but what use could they then make of the cable themselves? They could not make any possible use of it, and that brings us to the point already touched upon by the President—that it is almost impossible to get any cable service without touching upon foreign territory. As has been already pointed out, all cables are now recognised as neutral property, and I do not see what possible interest the French Government could have, even in time of war, in preventing the company from doing its business. Take it for granted the company was a French one, and was depending, as it must do, upon the colonies for its business, it would not be a very fatherly kind of action of the country to which it belonged to prevent them doing business. The strongest point is this: Although it would be impossible to get a cable through British territory, of what service would it be to the French? because New Caledonia could be shut off from all communication just as completely as Brisbane was during the late floods, if we chose to stop the transmission of messages through New Caledonia. I do not see how you can make capital out of the fact that in stipulating with any company to carry the cable through New Caledonia, the objections that have been raised have much weight. As far as the colonies of Queensland and New South Wales have gone, what is their position? We understood the company is going to spend £300,000 in carrying a cable to New Caledonia, that is as far as the guarantee has been entered into. That is the estimate of what it will cost. The company, as a condition under this guarantee, say, for working expenses, it will cost £2,400; but if it exceeds that sum the revenue of the company will not be chargeable with it. No company could be expected to undertake the laying of a cable and working it unless they could see their way to make something out of it. Suppose that out of the part laid down between Queensland and New Caledonia they could make 2 per cent. on the expenditure, what position would Queensland and New South Wales be in? They would reduce their liability by £1,000 straight away, and I suppose the President has looked upon the question in that way. If we enter into a guarantee, so far as the first section goes, under such favourable conditions that Government messages are stipulated to be free, and the other concessions embodied in the contract, we will be called upon to pay very little. As already pointed out, so far as the other sections of the cable on to Vancouver are concerned, we are just as free as the Governments of the other colonies; and unless very strong inducements are held out by the company, and the cable is brought under some mixed control, I do not think the colonies would embark further in it unless faith was kept, and some guarantee was given by the French Government that this cable as well as the other cables would be recognised as neutral ground. There is no reason at all, so far as we have gone, to complain of what has been done. We admit the necessity for a second cable, and it is for us to get the best possible service. I scarcely agree with the reasons set forth by the President to get the present company to keep up the rates, to induce some other company to come in. I think the 5s. rate would be sufficient, and I would not be a party to saying to the present company, "Keep up the rate to 6s., so as to allow some other company to come in and cut the ground from under you." In business matters where there is only one house doing a particular kind of business, if you can get them to do business with you on the best possible terms and recognise that they are doing the best that can be done for you, you will have no very great desire to have other men come into the field. The object looked for is not always brought about in that way, as the result of the competition is that those engaged in the business unite and say: "We cannot do business under a certain figure," and the public would be in a better position if the other companies had not started. Perhaps it may be the same with cable services. All cable, tram, steamer, and postal services of whatever kind must pay those who undertake them some return beyond working expenses, and I do not see why we should urge the present company to keep up the rates, in order to induce another company to come into the field. Perhaps the President only referred to that point by way of illustration. To my mind it would be much better if we had another service, and if it can be shown that it would be as great an advantage to have it in the way indicated by the Hon. Mr. Ward, I would have no objection to it. Another thing is that it would not be possible to construct the longer line for less



less money than the one proposed, and if the cable from New Zealand was adopted it might be taken to Fiji, and the New Zealand Government might then say that they would rather not touch French territory, and they might take a short cut with it to connect with the nearest point in the Pacific, so as to escape New Caledonia. I agree with the resolution, and neither the mover of the resolution nor the representatives of the other colonies will commit themselves, by supporting it, to any proposal to have a line from Queensland to New Caledonia. It is merely an expression of opinion which may hold out some inducement to a company to lay down a line of cable, and it will not interfere with us should a Conference of the Governments subsequently decide upon a better plan than that partly agreed upon by Queensland, by way of New Caledonia. All we have to do now is to recognise the advantage of having a second cable by way of the Pacific and Vancouver. I should be no party to making San Francisco a terminus. If we are to have a second cable at all, it should be by way of Vancouver, and through Canadian territory. On that point I do not think there are two views on the question. I have very much pleasure in supporting the resolution.

The HON. J. G. WARD (N.Z.): I think it as well to refute one or two of the arguments put forth in connection with this matter, or to endeavour to do so. I take first the two points on which the President especially takes exception to the proposal for the cable *viâ* New Zealand. They were, the increased distance by taking the cable *viâ* New Zealand as against New Caledonia, and the going through British territory or otherwise. You ask if a cable company would put down an extra distance of 1,945 miles of cable for nothing? Of course the answer to that is that no cable company would dream of putting down an extra length of 1,945 miles of cable for nothing, but no one proposes that they should get no return for the extra 1,945 miles of cable. New Zealand, as a colony, would stand in proportionately in the guarantee for such a cable; but if you do not take it *viâ* New Zealand, you cannot reasonably claim that that colony should stand in in the guarantee.

The PRESIDENT: What will you pay? Will you pay the interest on the extra cost of £583,000?

The HON. J. G. WARD: The future details would require to be carefully considered. Again, it would be an advantage to have the cable *viâ* New Zealand, as it is recognised by experts that the bottom for the existing cables is not the best that could be found between the colonies, and it is also admitted that a very much better place for putting it would be from Queensland to some place in New Zealand. The argument of Mr. Todd, as to the length of life of a cable, is also in favour of what I have proposed. If we are discussing and contemplating the desirability of having a Pacific cable, why not commence straight and lay the cable between the colonies in the right place? New Zealand will stand in, and bear its proportion of the cost of this cable. The President said that from 1861 to 1875 all the business was done through Java; but that was not a good argument in favour of taking the line through French territory. It would go through British territory by the route I have named.

Mr. C. TODD: The Red Sea and Mediterranean cable passes through only one foreign territory.

The HON. J. G. WARD: The route I propose is much clearer, as far as British territory is concerned, than any other.

The HON. A. WYNNE: We do not bind ourselves to any particular route by this resolution.

The HON. J. G. WARD: What I want to say is this: I do not agree with the President in saying there is anything like an ordinary comparison between the position of our cable service *via* Java and the service *via* New Caledonia. English races all over the world generally will regard a line taken through French territory, and passing through French hands, with a certain amount of disfavour. I take no exception to Queensland, or any colony supporting or guaranteeing this cable; that is their concern. The point is not so much whether the cable would or would not be cut in time of war, but what would occur at such a time would be this: That the British people would have to pass their cable messages through the hands of French officials, and I do not think they would be disposed to do that. If we can get a cable independently of this one, through British territory, we ought to do so. I do not want to allow Mr. Todd to place on record a financial statement which, I think, with all due deference to him, is somewhat misleading. I think I will be able to convince him that he was wrong in his premises and wrong in some of his deductions. For instance, he stated that the length of the cable would be 8,000 miles.

Mr. C. TODD: That is the length stated by the promoters.

The HON. J. G. WARD: The length, allowing for 7 per cent. of slack wire, is about 7,390 miles. He was wrong there to start with. Then the amount which he stated as the cost of the cable, £2,000,000, is £500,000 in excess of the estimate.

Mr. C. TODD: I only gave the promoters' own figures.

The HON. J. G. WARD: We should not mislead ourselves, and I assure him that he is wrong. Then we come to the revenue and the loss. He made a revenue of £97,500, and a loss of £77,500, and then indicated the proportion which each of the colonies would have to pay so as to make up the guarantee of £50,000. When putting the colonies in the position of subscribers to this guarantee, why not have given us—which would only have been a fair and rational thing—the amounts which Suva, Fiji, the Sandwich Islands, and Vancouver would have to guarantee before arriving at the loss? Because it is a matter of record that the Hawaiian Government have already agreed to subscribe £5,000.

Mr. C. TODD: The guarantee, first of all, was £100,000. I reduced it to £80,000, and if the Australian colonies guarantee £50,000, that leaves £30,000 for the United Kingdom, Canada, and the other places you mention.

ADJOURNMENT.

## ADJOURNMENT.

*Letter from Mr. A. Coote.*

The PRESIDENT: I do not wish to curtail the discussion, but I would like to adjourn now until Friday morning at 10 o'clock. The permanent heads of departments must have their report finished, and they cannot finish it this afternoon. Before we adjourn I wish to lay on the table a letter from Mr. Audley Coote, and correspondence *re* the Pacific cable (Appendix D), and move that it be printed.

Question put and passed.

The Conference then adjourned until Friday morning at 10 o'clock.

## FRIDAY, 24 MARCH, 1893.

The Conference met at 10 a.m.

## PRESENT:

- New South Wales*: The Hon. JOHN KIDD, M.L.A., Postmaster-General.  
S. H. LAMPTON, Esq., Deputy Postmaster-General.  
P. B. WALKER, Esq., Secretary Telegraph Service.
- Victoria*: The Hon. AGAR WYNNE, M.L.C., Postmaster-General.  
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia*: CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs.
- Western Australia*: RICHARD A. SHOLL, Esq., Postmaster-General.
- Tasmania*: The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-General, Tasmania.  
ROBERT HENRY, Esq., Superintendent of Telegraphs.  
HENRY BOYES, Esq., Secretary to the Post Office.
- New Zealand*: The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs.  
C. LEMON, Esq., Ph.D., Superintendent of Telegraphs.
- Queensland*: The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General (*President*).  
JOHN McDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

## PAPERS.

The following papers were laid on the table, and ordered to be printed:—

- (1.) The Return of the Queensland Telegraph Service for 1892.
- (2.) Statement of business transacted between New South Wales and international, also New South Wales and New Zealand for the months of January and February, 1893.
- (3.) Return of Tasmanian Telegraph Service, 1892.
- (4.) Return of New South Wales Telegraph Service for 1892.

## SECOND CABLE ROUTE.

*Resumption of Debate.*

The Hon. J. G. WARD, resuming his address on this subject, said: I shall be brief in what I desire to say in connection with this question this morning. When the debate was adjourned I was traversing some of the remarks made by my friend, Mr. Todd. It would appear to me as if that gentleman had taken figures which were furnished several years ago, and it will be generally admitted that if those figures are applied to the existing conditions it will be found that they are largely in excess both as to the cost of the projected cable and the mileage. I do not think, however, that the financial aspect, as indicated by Mr. Todd, is the only one that this Conference should consider. There are many other circumstances of a very important character which should guide us in arriving at a conclusion in regard to this cable. The interests of the people of Fiji, Samoa, the Sandwich Islands, and Vancouver are considerable, and I have no hesitancy in saying that they would largely contribute if they saw a decided effort being made to establish Pacific cable communication. I feel very strongly upon this matter; and if some company does not carry the cable across the Pacific, or does not show a desire to do so at an early date, the interests involved are so great, and the possibilities of developing trade with the Pacific Islands, with Canada, and with America are so immense, it should be a matter for the serious consideration of the Governments of the Australasian Colonies, of Canada, and of England, whether they should not construct this cable themselves. If there are financial considerations which prevent private enterprise from embarking upon this undertaking and going through with it, the interests of Great Britain and its dependencies are such that they cannot afford to neglect the establishment of this communication. When it is remembered that there is a tendency towards an alteration in the American tariffs which will let our wool in free, as well as many other products of these colonies, it is our duty to do all we can to ensure the development of that trade which is now apparent. I am not going to give any expression of opinion upon the proposed cable to New Caledonia, further



further than to say, that so far as Queensland and New South Wales are concerned, they show a great amount of enterprise in giving their support to such a project. I have indicated that my desire is to see a cable on such a route as I have suggested, and now move the motion standing in my name.

The PRESIDENT: Before I put this motion I would take the opportunity of making a slight correction in reference to the remarks I myself made on this subject; that is, I desire to refer to the interpretation which the Postmaster-General of New South Wales has placed upon my remarks—that I advocated in 1891 a charge of 6s. per word instead of entering into this guarantee. He seems to have inferred from my remarks that I did so solely for the purpose of encouraging opposition. If I did so, I certainly had no intention of doing so, nor do I believe I did so express myself. My object in advocating that course in 1891 was simply to let the public know exactly what the colonies, or the public, were called upon to pay for their messages. That is to say, I did not wish them to be under the belief that whilst they could go to the counter and only pay 4s., that that was all. Because what is the Treasury? It belongs to the public, and surely whatever is drawn from the Treasury is contributed by the public. Therefore I maintain that the most straightforward course was to have at once said we were called upon to pay 6s. a word. I well remember a calculation made at that time, which showed that if the charge were 4s. a word another 2s. a word would be required from the Governments, and the company was prepared to lose 2s. I then suggested, in order to have the matter perfectly straight before the public, and let them know what we were paying, we should at once offer to accept messages at 6s. a word, and let the company take the risk for the rest. I do not wish to enlarge upon any other subject, but merely make this explanation in justice to myself.

Mr. C. TODD (S.A.): I wish to say a word, in reply to the Hon. Mr. Ward, in regard to the distance. If we turn to page 98 of the proceedings of the Imperial Conference of 1887, we will see a memorandum by Mr. Sandford Fleming, in which he states:—

	Knots.
(1) Brisbane or Sydney to North Cape, connecting at the former with the Australian telegraph system, at the latter with the telegraph system of New Zealand ... ..	1,800
(2) North Cape to one of the Fiji Islands... ..	1,240
(3) Fiji to Fanning Island ... ..	2,270
(4) Fanning Island to one of the Sandwich Islands ... ..	1,260
(5) Sandwich Island to Barclay Sound or Port San Juan, Vancouver Island ...	2,730
(6) Barclay Sound, across Vancouver Island and the Straits of Georgia to Vancouver City, the terminus of the Canadian Pacific Railway ... ..	100
Geographical miles... ..	8,900

I do not suppose the earth has become any smaller since that time; but Mr. Audley Coote, of course, leaves New Zealand out.

The Hon. J. G. WARD (N.Z.): I do not think Mr. Todd has replied to what was the point of the argument. I may also be allowed to say that I think, with that astuteness for which he is remarkable, he is rather drawing a red herring across the trail. He should have deducted 1,300 miles from his figures, in order to be in keeping with the argument he was placing before the Conference at a former sitting. According to his then argument, the distance was over 8,000 miles, and now he comes forward and places on record a report from some Imperial Conference.

Mr. C. TODD: It is a memorandum from Mr. Sandford Fleming. He is not an interested person.

The Hon. J. G. WARD: He should have deducted 1,300 miles from the figures he gave at the last Conference. The distance is really 7,359 miles, and the cost would be under £1,500,000 instead of £2,000,000. I do not think the public should be led to believe that this cable would cost £500,000 more than we know it would.

Mr. R. A. SHOLL (W.A.): I just wish to say a word or two on this subject. It is not my intention to oppose the motion, nor is it my intention to support it. I have received a telegram from Sir John Forrest on the subject, and it is his wish that I should not bind the colony on this question.

Question put and carried, South Australia and Western Australia not voting.

The PRESIDENT: Allow me to take the opportunity of congratulating the colonies on this resolution being carried. It is one that will bear fruit in spite of all opposition which may be launched at it by the present company, which has enjoyed a huge monopoly. It is one of the best things ever done by a Postal Conference. I congratulate the colonies on carrying the resolution, and am satisfied you will see, in a very short time, that it will bear fruit.

#### CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD (N.Z.), in moving, pursuant to notice—

“That this Conference considers it desirable to negotiate for a Canadian Pacific Postal Service”—

said: I move this resolution because it is generally recognised that both passenger and goods trade are likely to develop to very considerable proportions if such a service be established, and in view of the desire of the Canadians to be in touch with the colonies by means of a mail service it behoves us as colonists to give them an indication that we are prepared to negotiate for a Canadian-Pacific Mail Service. Of course we know at the present time a portion of our mail service which would go by this route is carried *via* San Francisco. My own opinion is that the United States

States Government has treated the colonies very badly in the attitude which they have adopted for many years towards that service, and if we had a service which would be in the position of a competitive service it would put them on their mettle, and then in the first time in the history of American mail services we would find America subsidising the present service to enable them to compete with an opposition service. I look to see the Canadian and San Francisco services running side by side, competing with one another, and I think a great deal of good to the colonies will result by such competition. Now, if this resolution is carried, it will then, I assume, be necessary for the various colonies to consider how far they will go towards subsidising the service. My own opinion is that if a good service was proposed the whole of the colonies would give some assistance. I therefore move the resolution standing in my name.

The PRESIDENT: I shall be very glad to second the resolution, to induce discussion on the subject.

The Hon. J. KIDD (N.S.W.): As this will not commit the colonies to anything at the present time, I think it is worthy of consideration. Of course we are all aware that it has had consideration for some years past, and that has been brought about more particularly by the Canadian Government itself. They evidently would encourage an enterprise having for its object the establishment of a good line of steamers between the Australian colonies and Vancouver, so as to have a great deal of the trade diverted that otherwise goes to San Francisco. Therefore, I think, it behoves the colonies, especially those on the eastern seaboard, to do something towards opening up negotiations in the direction indicated. Of course the Hon. Mr. Ward, who has submitted this resolution, has laid nothing before the Conference to be dealt with. It is simply an expression of opinion from him that it would be well to open up negotiations with a view to having a better mail service through America, and I presume he desires that it should go through Canadian territory. He has a further resolution later on, referring to the manner in which the United States Government have dealt with the mail service between the colonies and San Francisco to England. However, I will not touch upon that now, because I think he will be able to show us that we will be taking a proper course in trying to encourage negotiations being opened up for the purpose of securing a better service from the colonies to Vancouver and through Canadian territory. I have heard that there are steamers crossing from Japan to San Francisco doing the distance, I think, in about twelve or fourteen days. If we could get a line of powerful boats by giving them some encouragement to run a mail in that direction, we may bring about considerable trade with Canada. I have very grave doubts about expecting much from the United States, as they seem to hedge themselves round so much with tariffs. I have much pleasure in supporting the resolution moved by the Hon. Mr. Ward, and I think negotiations might be opened up between the colonies and Canada with a view of holding out some inducement for a better service than we have at the present time. I think the present service is a very unsatisfactory one. The company has not been able to put faster boats on for the reason that it has had no encouragement. If we are to have the service continued it will be necessary to have a much better service than the present one.

The PRESIDENT: As far as Queensland is concerned, I need not say that we should be very pleased indeed to see this proposed mail service established, because while it may not be so urgently required as a mail service, the commercial advantages to be derived from such a service by the Australian colonies are so important that it must be admitted that it is desirable to give reasonable encouragement to any company that will undertake its establishment. The resolution goes no further than to affirm that it is desirable to negotiate for such a service, and that does not bind us to anything, but at the same time it may open up the subject and lead to the development of a scheme which will probably run concurrent with the establishment of a Pacific cable. If we could get such a mail service as that referred to, it would go a long way towards securing the immediate laying of a Pacific cable, because once regular mercantile and mail service is established between Canada and Australia, a cable service is bound to follow. Therefore, looking at the question from that point of view, we shall be doing a very wise thing in affirming "That it is desirable to negotiate for a Canadian Pacific postal service."

Question put and passed.

#### THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

The Hon. J. G. WARD (N.Z.), in moving, pursuant to notice—

"That this Conference directs a communication to be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms"—

said: It is known to every one who takes an interest in postal matters that the United States Government has not contributed anything towards the cost of the San Francisco Mail Service since its initiation many years ago. The Imperial Government have contributed to a certain extent, but the principal part of the burden has fallen upon the colonies. The burden did not fall so heavily upon the colonies before the reduction of the letter postage to 2½d. as it has done since that reduction came into operation. When the subsidy formerly paid was abolished, payment by weight was substituted for it; but the railway authorities in the United States have not seen their way to reduce the overland transit rates between San Francisco and New York. I think those rates are excessive, and that the Postmaster-General at Washington should co-operate with the colonies in an endeavour to secure a reduction in them. The time is coming when the United States Government, if they wish to insure a continuance to America of the advantages derived from this mail service, will have to do a great deal more in the way of supporting it than they have ever contemplated doing; and when they will have to decide whether a line of steamers shall continue to ply between San Francisco and the colonies, or be abandoned in favour of a Canadian service. I think that argument may be used as a lever in making representations to the Postmaster-General at Washington, and that the time is opportune for such a representation. I move the resolution.

The

The Hon. A. WYNNE (V.): I second it.

Mr. C. TODD (S.A.): There can be no doubt that the present overland transit rates in the United States are extravagantly high, and that this Conference should do all it possibly can, probably through the London office, to get them reduced. I think we must all concur in the opinion that it is very hard indeed that the United States should so long persistently refuse to assist this mail service. Some time ago New South Wales and Victoria entered into a special arrangement with the United States, but my Government were deterred from joining, because they considered that the convention entered into was entirely one-sided. As a matter of fact, the Australian colonies, which were not parties to the convention, had to pay for the carriage of letters each way; we had to pay 1s. 7d. per lb. on letters fully prepaid from the United States, because the Government of that country refused to contribute to the service. I know that that has since been done away with, but I mention the fact to show that throughout the United States has maintained an ungenerous attitude towards the Australian colonies, and I think we cannot do better than pass the motion.

The Hon. J. G. WARD (N.Z.): I omitted to state that the overland transit rates are 55 cents, or 2s. 8½d. per lb. on letters, and 17 cents, or 8½d. per lb. for other articles. The charges at Postal Union rates would be very low by comparison—namely, 8½d. per lb., as against 2s. 8½d. per lb. for letters, and 1½d. per lb. for other articles, as against 8½d.; as a matter of fact, the overland transit rates amount to above 70 per cent. of the total postage.

Question put and passed.

#### 6. HOUR ZONE TIME.

Mr. J. McDONNELL (Q.) said that the heads of Departments had not been able to bring up a report upon this question, but he believed that Mr. Todd was prepared to make a statement.

Mr. C. TODD (S.A.): If it is desired that this matter should be postponed, I will not say anything now; but what I have to say will occupy only a few minutes. I may say, in the first instance, that I explained the whole thing at the Conference held in Sydney in 1891, when it was referred for further consideration to the heads of the Telegraph Departments, the Railway Departments, and the Government Astronomers of the different colonies. Briefly, the question is this: There is a very general feeling which has arisen out of the action taken by Mr. Sandford Fleming in Canada, that the earth should be divided into hour zones, each zone extending over 7½ degrees on either side of each 15th degree of longitude or hour meridian. The hour meridians which pass through Australia are the 120th, which passes through Western Australia, and is 8 hours in advance of Greenwich time; the 135th, which almost bisects the continent, and is 9 hours east from Greenwich; and the 150th, which passes through the eastern portion of New South Wales and Queensland. Following out the hour zone system, if the colonies thought fit to adopt it, instead of the difference of time, calculated in minutes and seconds, which are very perplexing, we should have three times—8 hours, 9 hours, and 10 hours east of Greenwich; and in view of the fact that through the telegraph we have communications of an urgent commercial nature to and from all the commercial centres of the world, I think that this system would be a very great convenience to persons using the telegraph. People in London receiving telegrams from Australia would know that they must make an allowance of 8 hours in the case of Western Australia, 9 hours in the case of South Australia, and 10 hours in the case of Tasmania, Victoria, New South Wales, and Queensland; and I think you will agree that that is a far simpler arrangement than having the difference in longitude or time in hours and minutes as at present. The system prevailing in the different colonies is this: The whole of South Australia, though it extends over 48 minutes, adopts Adelaide time throughout; the whole of New South Wales, though its territory extends so far westward, adopts Sydney time; and I understand that Queensland, in regard to its railways, adopts three different times. Following the practice of the other colonies, Queensland, though its longitude extends from 138 degrees to 152 degrees or 153 degrees, would adopt Brisbane time. At a recent conference of surveyors, held in Melbourne in November last, at which I was present, this matter came under consideration at the instance of Queensland. Mr. McDowall and the Hon. Mr. Gregory urged its adoption, and the following resolution was passed:—

“That for this purpose the true mean time on the 150th meridian east of Greenwich should be adopted as the standard time for all railway, telegraphic, and other purposes, and that it should be made the legal standard of time within the colonies of New South Wales, Tasmania, Victoria, and Queensland. Also, that South Australia should adopt the same time, or the mean time of the 135th meridian, which is exactly one hour later; and that Western Australia should adopt the mean time of the 120th meridian, which is two hours later.”

Looking at Australia as a whole, and having regard to the convenience of the public—seeing, too, that the colonies of South Australia, Victoria, New South Wales, and Queensland are all connected by railway—I must confess that I think it would be better if we adopted only one time, either the 9th hour or the 10th hour. The 9th hour would appear to be the best, because the 135th meridian or centre of the 9th hour zone almost bisects the continent of Australia. The only inconvenience caused by adopting the 135th meridian would be that when the clock struck 9 in Brisbane it would be 10 o'clock or a little past 10, and when it struck 9 at Perth our friends in Perth would know it was 8 o'clock. The name we give to an hour is not of very much consequence. What we do in practical life is to adapt our movements to the duration of daylight. The sun itself is not a correct timekeeper, in one sense. There is a large and varying equation of time, because the sun sometimes passes the meridian before 12 o'clock, and sometimes after 12 o'clock; but we do not find any inconvenience from that. So long as we made all our arrangements accord with what we knew would be the actual hour of the day, whatever the clock might strike, I do not think the difference would cause any practical difficulty. We do not feel any difficulty in South Australia, where we have a range of 48 minutes. In New South Wales there is no difficulty. At Broken Hill there are three times prevailing. The Post and Telegraph Office adopts Sydney time, which is 50 minutes in advance of Adelaide; at the railway station, Adelaide time is kept; whilst at the mines they keep local time. The question for the Conference to consider is this: Are we prepared to go in for the adoption of the hour zone principle in its

its entirety, and say that the whole of Western Australia shall have one time 8 hours in advance of Greenwich; South Australia, 9 hours in advance of Greenwich; and Tasmania, Victoria, New South Wales, and Queensland one time, 10 hours in advance of Greenwich; or shall we adopt only one time throughout? With regard to the adoption of one time, I may say that I consulted the Commissioners for Railways in my colony, and the chairman, Mr. Smith, wrote to me to say that as a matter of convenience for travellers, he was very strongly in favour of the adoption of one time throughout South Australia, Victoria, New South Wales, and Queensland. On speaking to Mr. Mathieson, the chairman of the Queensland Railway Commissioners, I found that he agrees entirely with Mr. Smith's view as to the convenience of the proposal, and thinks that one time would be far better than having three different times. It might perhaps be premature for me to move the adoption of any one particular time, but I will move—

“That it is desirable, in the interests of the colonies, to adopt the hour zone system, or some modification of it.”

The Hon. J. G. WARD (N.Z.): I shall second that resolution, and in doing so, I desire to compliment Mr. Todd upon the able exposition of the proposed zone system with which he has favoured the Conference. The amount of research displayed in his utterances shows that he has gone to a great deal of trouble to carefully study the subject. Without knowing how the resolution is regarded by the representatives of the other colonies present, I am bound to say that coming to the Australian colonies at different times as a visitor, I have long since been impressed with the need for some change in the system which the several colonies adopt in recording the time. The practical result of it is that when a man arrives in Melbourne and starts for Sydney, Adelaide, or Brisbane his watch becomes almost useless to him, and he has to inquire at the different stations as he goes along to know how much he has to put his watch backwards or forwards, as the case may be. In New Zealand at one time we laboured under a similar disability in the matter of recording the time. We had no less than four times in different parts of the colony. We found that system inconvenient and unsuitable, and we made up our minds to change it. We have now adopted one mean time, and it has worked admirably. When a man in the North Island gets a telegram now from the South Island he can see at once when it was put in, and he has no need to take off fifty minutes or add half an hour to find it out, as he would have had to do some time ago. The adoption of some system on the lines indicated by Mr. Todd would be a great advantage to receivers and senders of telegrams, and to the users of the railways in the several colonies. I think the adoption of a mean time for these colonies would in no way cause inconvenience, but would, on the contrary, be a very great advantage indeed, and I hope the information Mr. Todd has placed before the Conference, and the resolution he has proposed, will be the means of bringing about the change he desires.

The Hon. J. KIDD (N.S.W.): I also compliment Mr. Todd upon the manner in which he has brought this subject before the Conference. There is no one living in these colonies, who has travelled between them much, who has not felt the inconvenience of the different systems of recording time. Travelling from Melbourne to Adelaide there is a difference of time to be reckoned with; and, as Mr. Todd has pointed out, a traveller may get mixed up with three different ways of keeping the time at Broken Hill. I think it would be well if we could express some definite opinion upon this subject. Though it has not previously been prominently before us, our experience has, I think, shown us the necessity for some uniform system in recording the time by the adoption of some mean time for the whole of the colonies. If we could pass some resolution here recommending the adoption of the medium time—that is, the 9 hours time—it would meet the desires of pretty well all the colonies. I think that would be the proper medium to strike, as it would be right so far as the centre is concerned, and it would not make very much difference either to the east or to the west. New Zealand is not so much concerned, but as there is about two hours difference in time between Australia and New Zealand, two hours could be added for the New Zealand time. I think it would be better to have the medium time I have indicated, rather than three different times for the colonies. The difference in time between New South Wales and Victoria is about 25 minutes, and it is very inconvenient to reckon in travelling, or in transmitting or receiving telegraph messages. For all business people it would certainly be better that we should have one time between the colonies, and I would be glad if the motion made it the nine hours' medium.

Mr. TODD (S.A.): With the sanction of the Hon. Mr. Ward, I would like to amend the resolution, to read as follows—

“That it is desirable in the public interests that the hour zone system should be adopted, or that there should be one time throughout Australia—namely, the 135th meridian, nine hours east of Greenwich.”

The Hon. J. G. WARD: I agree to that.

Amendment agreed to.

The Hon. A. WYNNE (V.): Mr. Todd has given very sound reasons why we should support this motion. The change of time at the various borders is just as inconvenient as the break of gauge on our railways. On either side of the Murray—a distance of 80 or 100 yards—there is a difference of twenty-five minutes, and that exemplifies most clearly the necessity for a uniform time all over Australia. Recently I was in India, which is a very large country, and on their railways they have one time for the North and another for the South. That is to some extent inconvenient, but it is a great deal better than having such diversity of time as we have in Australia. One is never sure when travelling as to what is the right time. A traveller has in his mind the time of his own colony, and the moment he crosses the border he is put about by the change. The suggestion emanating from the Hon. Mr. Kidd should commend itself to us all, and I shall cordially support the motion proposed by Mr. Todd. For travellers especially—I speak of them as I have had more experience in that direction of the inconvenience than in connection with the telegraphic department—the present system is most annoying. It is, after all, only a question of becoming accustomed to the difference between the uniform time and the local time, and people will quickly adapt themselves to the change.

On

On the suggestion of the Hon. J. KIDD, the resolution was further amended to read as follows:—

“That it is desirable in the public interests that the hour zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that of the 135th meridian, or nine hours east of Greenwich.”

Resolution, as amended, put and passed.

#### OCEAN MAIL CONTRACT.

Mr. R. A. SHOLL (W.A.) said: I wish to refer to one matter that was dealt with on Tuesday when we were considering the report brought in by the permanent heads of departments, and in explanation I wish to read the following extract from one recommendation in the Report:—“Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne, to call at Albany both ways.” It did not strike me at the time that was being dealt with that the present contract with the Orient Company arranges that the steamers shall also call in at Fremantle, or rather at Gages Roads, and I now wish to ask if the Conference will reconsider that recommendation in order to give me an opportunity of moving the insertion of the words “Fremantle or” before “Albany.” One of my reasons for wanting this is that we are now undertaking harbour works at the mouth of the River Swan, at Fremantle, and before a new mail contract is entered into those works will be finished, and larger vessels will be able to enter the harbour. It is quite possible that we shall want steamers to call at the principal port in the colony instead of Albany. The other matter is that my Government do not like the idea of steamers reaching Albany on Sunday, which will be very inconvenient for trade in every way. I move that the resolution be recommitted.

The PRESIDENT: Is it the will of the Conference that these subjects be reopened? Of course, when once business has been passed it ought to be final, or there will be no finality to our proceedings at all. If it is your desire I will put the motion.

Question put and passed.

#### TERMINI, DELAY OF STEAMERS, &c.

Mr. R. A. SHOLL (W.A.): I move that the resolution on page 9 of the printed report, under the head of “Termini, Delay of Steamers, &c.,” be amended by the insertion of the words “Fremantle or” before the word “Albany.”

The Hon. A. WYNNE (V.): Looking at the original contract for the existing service between the Postmaster-General of England and the Orient Company, I find that the purport of Mr. Sholl's suggestion is contained there. The contract gives the company the option of calling at Gages Roads in lieu of King George's Sound. I understand Gages Roads and Fremantle are the same.

Mr. R. A. SHOLL: The resolution only says Albany.

The Hon. A. WYNNE: There is no objection to the amendment. I was only showing that the very words you suggest are in the present contract.

Question put and passed.

#### TIME OF DEPARTURE OF MAILS FROM ADELAIDE.

Mr. R. A. SHOLL (W.A.): The recommendation that has been agreed to under this head says that the day of departure from Adelaide shall be Thursday, at 1 p.m., reaching Albany in 72 hours. I have received a telegram from Sir John Forrest, as follows:—

“Do not like the idea of steamers reaching Albany on Sunday. It will be very inconvenient for trade in every way, and I hope it will be altered.”

In deference to his wishes I ask that the matter may be reconsidered. If I must suggest a day for leaving Adelaide I would suggest Wednesday, as at present, in order to raise discussion on the subject.

The PRESIDENT: I must object to Wednesday because then we should have to travel our mails on Sundays.

Mr. R. A. SHOLL: Even as the matter stands now, Thursday is not a convenient day for the other colonies. However, it is only to raise the question that I ask that the day be altered. I know there is a great difference of opinion with regard to the matter, but I think that arrangement would be satisfactory to all the colonies.

Mr. C. TODD (S.A.): I suggest that, instead of 1, the hour should be 2 o'clock. My Minister has telegraphed to me again that 1 o'clock will be no improvement in the present arrangement. We are providing for rapid steamers; the voyage to Albany is to be completed in seventy-two hours, and I do not think it would place Western Australia to the slightest inconvenience, or cause any danger of the mails being too late for the train, if steamers left Adelaide at 2 o'clock. It must be remembered that 2 o'clock Adelaide time is half-past 12 Albany time. A seventy-two hour run would bring the steamers to Albany at 12.30. That gives five hours' margin, which would be a very great deal. I do not think Mr. Sholl can raise any reasonable objection to that proposal. I hope he will kindly concede the suggestion as a tentative measure, at all events, and if it is found wanting it can be altered.

The Hon. J. KIDD (N.S.W.): The most convenient way would be to recommit this matter to the permanent heads. They have given it some consideration, and have based a report upon it. I should like to hand in the following telegram I have received from the Sydney Chamber of Commerce in connection with the matter, and move that it be printed:—

“Sydney Chamber of Commerce respectfully suggest in new mail contract that mail steamers should leave Adelaide homewards on Saturdays. Mails could close Brisbane Tuesday Sydney Thursday Melbourne

Melbourne Friday Adelaide Saturday thus avoiding trains running Sundays Believe date would also suit West Australia The present day for closing English mails Sydney is most inconvenient and has been protested against by merchants repeatedly HENRY CHAS. MITCHELL Secretary Chamber of Commerce."

The PRESIDENT: With all respect to the Postmaster-General of New South Wales, I think as we have already finally dealt with this matter, it is not within the power of the committee of the permanent heads to deal with it again. If we are to deal with it at all, as we have agreed with the other matter already reopened, whatever Mr. Kidd desires to say should be said without respect to any further expression of opinion from the permanent heads. If we adopt his proposal, our proceedings will become very irregular. I think Mr. Kidd can easily deal with the proposals made by the permanent heads now that the subject is reopened.

Mr. R. A. SHOLL (W.A.): I was not aware that this was in the last report of the permanent heads. I was unavoidably absent last evening, but had I been present I would have pointed out that the question had already been dealt with by the Conference. You cannot go behind that, and that is the reason why I move that the report be recommitted, in order to alter it in a proper manner.

The PRESIDENT: The amendment is that the day of departure from Adelaide be Friday at 1 p.m., reaching Albany in 72 hours. Is there any further amendment to be moved?

The Hon. J. KIDD: I move that it be 2 o'clock instead of 1 o'clock, for the reasons pointed out by Mr. Todd, that difference in the time is about  $1\frac{1}{2}$  hours. The time taken is 72 hours, and the boats reaching Albany at 5 o'clock,  $4\frac{1}{2}$  hours extra would be given. If the Conference agree to the amendment on the amendment, the Adelaide people will be given plenty of time, and there is not the slightest risk of the requirements of Western Australia not being met.

Mr. R. A. SHOLL (W.A.): I should be very glad to give way on that point, but what I said the other day was that with the exception of the "Britannia" and one or two other fast boats, the steamers never arrive to time, viz., noon. If they can make the run in 72 hours, it will be perfectly satisfactory. I shall be only too glad to have the time altered, so long as our mails are not left behind.

The PRESIDENT: Will Saturday 2 o'clock suit Western Australia?

Mr. C. TODD (S.A.): We are going to have fast not slow boats. The contract prescribes seventy-two hours as the time for the run between Adelaide and Albany; and if the steamers leave Adelaide at 2 o'clock sharp—that is, 12.30 o'clock Perth time—they will have seventy-seven hours for the journey, which will be ample. I would suggest that we specify 2 o'clock, and if we find afterwards that the steamers do not arrive in time for Western Australia we can revert to 1 o'clock.

The Hon. A. WYNNE (V.) suggested that it would meet the difficulty if they stated "not later" than 2 o'clock.

The Hon. J. G. WARD (N.Z.): I think, in order to remove all possibility of the people of Western Australia being inconvenienced in the way described by Mr. Sholl, the resolution should state that the time shall be 2 o'clock, on the understanding that if that is found unsuitable for Western Australia it shall be altered to 1 o'clock. I would suggest that the Hon. Mr. Kidd include that in his amendment.

The Hon. J. KIDD (N.S.W.): I have no objection.

The PRESIDENT: The question is—"That the day of departure from Adelaide be Saturday not later than 2 p.m., reaching Albany in seventy-two hours."

Mr. R. A. SHOLL (W.A.): How about the convenience of Western Australia if this time is irrevocably fixed?

The Hon. J. G. WARD (N.Z.): It is an honourable understanding that if the time does not suit Western Australia, it will be altered.

Mr. R. A. SHOLL: I am perfectly satisfied, on that understanding.

Question put and passed.

#### REPORT BY PERMANENT HEADS OF DEPARTMENTS.

Mr. J. McDONNELL (Q.), as chairman of the permanent heads of departments, presented their report on the remainder of the matters remitted to them; and the Conference proceeded to consider *seriatim* the various items contained therein.

The following recommendations were formally agreed to:—

#### 7. POSTAL UNION.

(a) (1) Newspaper rates, and (2) printed paper rates to the United Kingdom—

As it is imperative under the Postal Union Convention that newspapers exceeding 4 oz. in weight should bear an additional rate of postage,

We recommend that from the 1st July next the rate to the United Kingdom be—

Each newspaper not exceeding 4 oz.	...	...	...	1d.
Every additional 2 oz. or fraction thereof	...	...	...	$\frac{1}{2}$ d.

(b) Proposal

(b) Proposal by Italy, paragraphs 3 and 4, Article 19 of Detailed Regulations, as to deterioration of articles sent as samples—

Italy proposes that the following paragraph be inserted between Nos. 3 and 4 as paragraph 4—

“Articles of an intrinsic value must be defaced in such manner as to make them lose their mercantile value.

“Provided, however, that odd articles which taken singly would have no appreciable value, as also articles of insignificant value clearly sent as specimens, may be despatched in perfectly sound condition, when any defacement whatever would make them lose their character of type or specimen which is the cause of their being forwarded.”

We recommend the adoption of this proposal. Present No. 4 paragraph to be No. 5.

(c) Proposal by Italy, Article 16 of Convention, subsection (a), *re* transmission of coin, &c., also alteration No. 2 of paragraph 3, same Article—

Proposed to substitute for section 2 :—“It is forbidden—

“(1) To insert in ordinary correspondence coin, gold, or silver bullion, precious stones, jewellery, and other precious articles, as well as articles of all descriptions liable to Customs duty.

“(2) To insert in registered correspondence gold or silver bullion, precious stones, jewellery, and other precious articles; but only in case their insertion or transmission is forbidden by the legislation of the countries concerned.”

We recommend the adoption of this proposal.

(d) Proposal by France, Article 16 of Convention, paragraph No. 1, subsection (a), *re* manuscript correspondence in commercial papers, &c.

Proposed that subsection (a) of Article 16 of Vienna Convention be modified as follows :—

“(a) Commercial papers, samples and printed papers which are not prepaid at least partially, or which contain letters or manuscript notes having the character of actual or personal correspondence, or which are so fastened as not to permit of an easy verification of their contents.”

We recommend that this be adopted.

(e) Vote required *re* proposition by United States concerning articles of natural history—

We recommend the adoption of the proposal of the United States, that in subsection 4 of Article 19 of Vienna Convention, after the words “Live bees,” to insert “Specimens of Natural History.”

And to add a new subsection, No. 5, to read as follows :—

“Natural History specimens, such as dried insects and cocoons, shells, botanic and geological specimens, must be sent for non-commercial purposes, and must be packed in accordance with the general conditions attaching to samples of merchandise.”

But that the extension proposed by France to insert “silkworms’ eggs” be not agreed to, for the reasons that silkworms’ eggs are articles of value, and can be sent at a slightly increased cost by letter or parcel post, and it is undesirable to further extend the concessions under the packet regulations.

(f) Correspondence *re* fraudulent stamps—

Queensland and South Australia have, by legislation, already provided for a compliance with Clause 18 of the Principal Convention with regard to fraudulent stamps, and it is recommended that the other colonies should introduce similar provisions in any future Postal Bill.

(g) Proposal by Holland, sub-paragraph (m), Article 18, of Regulations, *re* requisitions to libraries—

We recommend that subsection (m) of Article 18 of Regulations be modified as follows :—

To add after the word “communications,” the following : “The front of the card form is exclusively reserved for the address.”

(h) Proposal by Italy, section 3, Article 11, Convention, and section 3, Article 6, of Regulations *re* “open-sea” letters—

That while we approve of the proposal by Italy as follows, that to paragraph 3 of Article 6 of Regulations be added :—

“When necessary that office—*i.e.*, the office in which the correspondence is delivered—to mark this correspondence independently of its ordinary date stamp with a stamp or impression of the word “Packet-boat,” an indication which may also be made thereon in writing,”—

we propose that future Conventions should provide that correspondence posted at port of arrival should bear the postage stamp of the country at which the letter was actually posted, and not of the country to which the ship belongs.

(i) Proposals by France and Russia, paragraph 4, Article 18 of Regulations, *re* writing on newspaper cuttings—

The Russian Office proposes that to subsection (c) of paragraph 3 of Article 18 of Postal Union Regulations the following be added :—

“To add, in writing or by a mechanical process, to passages cut from newspapers or other periodical publications, the title, date, number, and address of the publication from which the article is extracted.”

France



France proposes to add as follows :—

“To indicate, by writing, at the head of passages cut from newspapers or other publications, the title, date, and address of the newspaper from which the article is extracted.”

We recommend that the Russian proposal be accepted.

(j) Article 9 of Convention, and 30 of Regulations, *re* correction of address—

With regard to Article 9 of Postal Union Convention, and 30 of Regulations, the question of withdrawal, etc., of correspondence was considered at the Hobart Conference in 1892, when the decision arrived at by the heads of departments, viz., That the present practice under which a letter can be returned to the sender by warrant of the Governor or Minister, as the case may be, answers every purpose, was confirmed.

We recommend that the Berne Bureau be informed in reply to letter of 25th June, 1892, that in every case in which a Union office prefers a request for the return of a letter or the alteration of an address the necessary authority of the Governor or the Minister, as the case may be, will be obtained.

The request should be made to the Central office.

(k) Commercial papers, articles grouped together—

(l) Surtaxes—Act 5 of Convention—

(m) *Re* simplification of general statistics—

} We have no recommendation to make under these heads.

(n) *Re* England to continue to pay for actual weight instead of according to statistics—

We recommend that the London Post Office should be asked to continue to settle, so far as the Australian transit rates are concerned, on the actual weight instead of statistics—the settlement being made every three months.

(o) German proposal *re* Tientsin (Article 38 of Regulations)—

The German Office proposes the following alteration of Clause 1 of Regulation 38:—“The German post offices established at Apia (Samoan Islands), Shanghai, and Tientsin (China), as subordinate to the postal administration of Germany.”

We recommend that this proposition be agreed to.

NOTE.—In connection with Postal Union Questions, we desire to add that in view of a letter received from the Berne Office it is necessary for the colonies to extend the limit of weight generally on packets of samples from 8 oz. to 10 oz., except when higher limit exists by mutual arrangement, and on packets of commercial and printed papers, from 4 lb. to 5 lb.

#### 8. INDIA, LIMIT OF SIZE, &C., BOOK PACKETS AND SAMPLE PACKETS.

We propose to agree to exchange with India packets of commercial and printed papers up to 5 lb. and samples up to 12 oz.

#### 9. INDEMNITY FOR LOSS OF REGISTERED LETTERS.

We propose that the recommendation of the Hobart Conference be adhered to as regards declining to adopt the provisions of the Convention, and providing for a responsibility to the extent of £2 on the loss of a registered article. The Queensland Act, however, provides for this indemnity.

#### 10. ACKNOWLEDGMENT OF RECEIPT.

(a) Procedure, if not paid for—

We recommend that persons making inquiry as regards the delivery of registered letters should be called on to pay the fee of 2½d., provided for the acknowledgment of receipt, such fee to be refunded in the case of any delay in delivery being attributable to the Post Office.

(b) The General Post Office of each Colony to act as intermediary for transmission of acknowledgment of receipts—

We recommend that the General Post Office of each Colony, or the office of exchange, be the intermediary for the acknowledgment of receipts.

(c) Suggestion by France—That details be given by the office of origin, &c.—

We recommend that the old system, in force prior to the Vienna Convention, under which the form of acknowledgment of receipt was filled up by the office of despatch, should be reverted to.

#### 11. INTERCOLONIAL CONVENTION (DRAFT).

We recommend that the further revision of the draft Intercolonial Convention be postponed until the postal laws of all the colonies permit of its being adopted; but we would point out that this Convention—which was, in the first instance, agreed to several years since—has remained in abeyance owing to want of legislation on the part of some of the colonies; and we would urge that no further avoidable delay should take place in procuring the necessary amendment of the law where required, so as to bring into force a measure which will be productive of great public convenience.

#### 12. PARCEL POST.

(a) Transit Rates (sea)—

It was agreed at the Hobart Conference of 1892 that communication be opened with the steamship companies for a reduction to 1d. per lb. or less.

The



The present Conference has already proposed to include the conveyance of parcels by ocean contract steamers without any extra payment.

We consider that the transit rate of 2d. per lb. now paid between Sydney or Melbourne to New Zealand or Tasmania is too high, and we recommend that the Victorian Postal Department be requested to endeavour to obtain lower rates.

We notice that in the Queensland Act, section 61, provision is made for a payment of 1s. for every 28 lb. weight of parcels.

(b) Transit Rates (land)—

We recommend the adoption of the following proposal by New Zealand:—"That Victoria, New South Wales, and Queensland should receive parcels from New Zealand for Eastern Countries, and forward them with their own parcel mails, New Zealand to reciprocate in connection with parcel mails from the other colonies for the South Sea Islands. The rates to be reduced as far as practicable."

(c) Extension to New South Wales and United States of America—

It is reported that New South Wales has provided in a Postal Bill for the extension of the parcel post intercolonially and inland, and it is hoped that the measure will soon become law.

We recommend that negotiations be opened with the United States of America with the view to the introduction of the parcel post between the United States and the Australian colonies.

(d) Collection of Customs duties at every parcel post office—

It is recommended that the practice which obtains of collecting duty on parcels at the port or place of arrival should be continued.

(e) With United Kingdom—

New Zealand suggests that London be requested to modify the agreement between the United Kingdom and the other colonies, so as to secure a uniform standard, preferably that of Queensland, which provides the same British inland rate on foreign as on English parcels.

We recommend that the present system be continued.

(f) Without names of senders (unclaimed)—

We recommend that the rules now in force be continued. This matter is fully provided for in the Intercolonial Draft Convention, sections 15 and 20 of Article 21.

(g) Insurance (rates, &c.)—

We propose that the recommendation of the Hobart Conference of 1892—namely, that the system of insurance and compensation be not adopted—be adhered to.

(h) Postal Union system (intercolonially)—

New Zealand suggests the application of Parcel Post Union principles intercolonially.

We recommend that this be disagreed to.

### 13. EXPRESS POSTAL DELIVERY.

We consider that the objections raised at Hobart to the system still exist.

### 14. LETTER CARDS.

We have considered the question of the introduction of letter cards inland and intercolonially, but are unable to arrive at a unanimous agreement.

The Representatives of New South Wales and South Australia proposed a 1½d. card, which was disagreed to.

The only colony which uses letter cards is Victoria, where they are charged for at the rate of 1s. 3d. per doz., or 1½d. each, their face value being 1d.

### 15. SENDING UNMARKED STAMPS TO BERNE.

We recommend that all stamps sent to the Berne Bureau be cancelled, or marked "specimen."

### 16 AND 23 (f). RECONSIDERATION OF PACKET RATES.

The Representatives of the New South Wales and Victorian Departments proposed that packets containing purely printed matter should be exchanged at a rate of ¾d. per 2 oz. with a minimum charge of 1d., but it was decided by a majority that the present rates be continued intercolonially.

### 17. UNIFORMITY OF STATISTICS IN ANNUAL POSTAL REPORTS.

It is suggested that the Sydney Office be requested to prepare forms of statistics, with a view to uniformity in the Annual Reports of the Departments of the various Colonies.

### 18. TELEGRAPH

## 18. TELEGRAPH MONEY ORDERS.

At the Melbourne Conference of August, 1892, Victoria, New South Wales, and South Australia only being represented, it was agreed to adopt the following regulations in addition to existing precautions:—

- “(1) That money order telegrams should be numbered consecutively, and in transmitting the advice the number should appear as a prefix in the body of the message.
- “(2) That they should be transmitted through the Chief Office, which, after verifying the number, should advise the paying postmasters.
- “(3) Postmaster or officer in charge to be held personally responsible for every money order telegram transmitted from his office.
- “(4) Postmaster on no account to allow any operator or officer in the Department unattached to his office, or even his own officers when off duty, to have access to the instrument.”

Since then Mr. Edgar of the Melbourne Office, and Mr. Doak of the Sydney Office, have furnished valuable suggestions which are appended, marked *A* and *B*.

As the matter is one which presents considerable difficulty, we recommend that it be remitted for further consideration to the Post Offices of the various Colonies.

## 19. CLASSIFICATION OF INTERCOLONIAL CORRESPONDENCE ON UNION LINES (BOOK AND PACKET POST).

Each colony is doing this as far as possible.

## 20. INTERCOLONIAL LETTER BILLS (WHETHER TO BE RETAINED AT OFFICE OF DESTINATION).

We recommend that the present practice be continued.

## 21. VERIFICATION CERTIFICATES (INTERCOLONIALY).

We recommend continuance of present practice.

## 22. SYSTEM OF SURCHARGING INTERCOLONIALY (FRANCS AND CENTS).

We propose that the present system of marking in British money be adhered to.

## 23. COMMERCIAL PAPERS, PRINTED PAPERS, AND SAMPLE POST (EXCHANGED INTERCOLONIALY).

## (a) Detention when unpaid, &amp;c.—

We recommend that the proposal (No. 3) in the Draft Intercolonial Postal Convention be adhered to.

## (b) Extension of weight and dimensions—

We propose that no alteration be made, as the Parcel Post meets all requirements.

(c) Inland sample rate on ordinary articles (question of extending intercolonially)—  
&

## (d) Samples of gloves, boots, &amp;c., at sample rates without being unpaired—

It is customary in all the colonies except New Zealand to exchange all articles of merchandise not exceeding 16 oz. in weight, and we recommend that New Zealand adopt the same.

## (e) Travellers' cards—

It is considered these should be paid for at letter rate unless entirely printed.

## (f) Minimum rate for printed papers—

See No. 16.

## (g) Minimum number of circulars by chromography—

We propose to adhere to the number at present allowed (20). See Article 11 of Draft Australian Convention.

## (h) Magazines as newspapers in Victoria—

We recommend that the definition of a newspaper as given in Article 10 of the Draft Australian Convention be strictly adhered to so far as present legislation of the colonies permits, and in view of the great importance of uniformity, we suggest that where fresh legislation is needed to secure this desirable result, it should be obtained as early as possible.

## (i) Bulk parcels of newspapers, departure from regulations by Victoria—

We recommend that no departure be made from the regulations as laid down in Article 2 of the Draft Australian Convention, which provides that no parcel of newspapers pass at bulk rates if it contains less than four (4) newspapers.

## (j) Postage on invoices bearing printed communications—

Several forms of invoices and accounts containing printed communications of various kinds were submitted for the consideration of the Committee, who gave their opinion upon each; and whilst under the rule which permits of accounts being sent at packet rates, we cannot exclude ordinary trade notices, such as the following:—

“All empties returned must be advised.”

“When remitting please return the statement to be receipted.”

“Terms

"Terms cash, in advance."

"Inspector of British and Foreign newspapers, &c."

"Terms 2½ per cent. discount on cash."

We are of opinion that any printed or written memorandum detached from the invoice or account cannot be admitted even if in the foregoing terms.

On subsection (j) of the recommendation—

The Hon. J. G. WARD (N.Z.): I would like to have an understanding with respect to subsection (j), and to prevent the necessity for continuously settling disputes it would be well to be agreed as to the practice of marking invoices with rubber stamps. If it is not decided that such marks are printed the question as to whether they are included in the word "printed" or not should be settled. Thousands of these rubber stamps are used, and I think we should provide for this difficulty.

Mr. C. TODD (S.A.): The difficulty would be met by inserting the words "whether printed or impressed by rubber or other stamp" after the word "notices," in the 4th line of the subsection. I move that as an amendment upon the recommendation.

The Hon. J. G. WARD: I second that amendment.

Amendment agreed to.

On the motion of the PRESIDENT, the whole of the report to the end of the 23rd recommendation was adopted.

The following recommendations were formally agreed to:—

#### 24. UNCLAIMED LETTERS, &c.

##### (a) Intercolonial détention—

We recommend that the course recommended at the Hobart Conference, page 23, item 22, be adhered to.

##### (b) Special request letters returnable direct to senders—

We recommend that present practice be continued.

#### 25. SEA TRANSIT RATES.

##### (a) Between Australia, Tasmania, and New Zealand, on foreign mails (proposed reduction from ½d. per letter and 3s. per cwt. to Union rates)—

Consideration deferred until the laws of some of the colonies are altered, which laws provide for a fixed charge.

##### (b) On mails from New Zealand landed at first port in Australia for further conveyance to destination—

New Zealand has only to pay when mails go beyond Australia.

#### 26. FRANCE'S PROPOSAL *re* "ROUND THE WORLD" LETTERS.

We quite concur with France that it is not the function of the Post Office to undertake the duty for the sole purpose of satisfying curiosity of sending letters round the world to fictitious addresses with the view to ultimately coming back to the senders, and we recommend that letters so posted be returned to the senders when practicable.

#### 27. POSTAL NOTE SYSTEM WITH THE UNITED KINGDOM.

The London Office having absolutely refused to exchange postal notes with Australia, we have no recommendation to make.

#### 28. SPECIAL TRAINS FROM ADELAIDE WITH ENGLISH MAILS (*re* PAYMENT).

This is a matter which concerns only the Departments of Victoria, New South Wales, and Queensland, and we advise it be left to the Victorian Department to correspond on the subject.

#### 29. DEMONETIZATION OF STAMPS (INQUIRY BY NEW SOUTH WALES).

We recommend that the present practice of the colonies be adhered to—namely, all obsolete postage stamps in the hands of the Department be destroyed, but that those in the hands of the public be still available (Western Australia dissenting).

#### 30. REDUCTION OF POSTAGE FROM THE UNITED KINGDOM.

On recommendation 30, as follows:—

"We think it is undesirable to make any recommendation on this subject. It is a question which, in our opinion, can only be considered as a matter of policy; but we would point out that any further reduction would unquestionably lead to a large loss of revenue, and would certainly involve a reduction of inland and intercolonial rates"—

Mr. C. TODD (S.A.) said: This deals purely with a matter of policy. Mr. Henniker Heaton and others are strongly urging the London Post Office to reduce their rate on letters to 1d., whether the colonies agree to lower their rate or not. The question for us is whether it would be desirable to have letters coming out from England as fully prepaid at 1d. without also lowering our rates.

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The Hon. J. G. WARD (N.Z.) moved that all the words after "subject" be omitted. As it was entirely a matter of policy, the Conference should give no expression of opinion upon the matter. A movement in the direction of a penny postage might lead to the political heads being driven by the force of public opinion to advocate a different line of policy. Undoubtedly it is a matter of policy, and we as a Conference should not do anything which may perhaps in the future be used for or against a proposal which will affect the whole of the colonies.

The Hon. J. KIDD: It would be very proper to give a reason for agreeing that it is undesirable to make any recommendation on this subject. The ground of the recommendation is that we would lose very heavily by such a reduction. I would suggest that we omit all reference to its being a matter of policy, and I therefore move the omission of the words, "It is a question which, in our opinion, can only be considered as a matter of policy, but."

The Hon. J. G. WARD: I cannot support that amendment. It will be admitted that there is no great probability of such a reduction in the postage rates as that proposed by Mr. Henniker Heaton being brought about during the next few years. Who is going to support such a statement as is contained in the paragraph, if amended as suggested by the Hon. Mr. Kidd, when within a few years the postal business may have so increased, and the cost of conveyance may have so decreased, that the introduction of the penny postage may result in no loss whatever? I consider that Victoria has now a penny postage. If we had in New Zealand the Victorian system of penny letter cards, which close up similar to an envelope, we would consider we practically had a penny postage. These letter cards fold up, and in New Zealand we insist that everything that is enclosed in an envelope shall be charged at the rate of 2d. The permanent heads are fully justified in supplying all the data in their possession to their respective Ministerial heads for the purpose of guiding them in any action that may be taken in the future. I do not think it is desirable to put on record something that is not likely to be applicable for some years, when the whole of the circumstances may be changed altogether. We should not make a recommendation adverse to the proposal, and we should stop at the word "policy." It is a question that can only be considered as a matter of policy, and if the permanent heads stop there they will have done their duty.

The Hon. J. KIDD (N.S.W.): I would like to point out that this question has been raised and dinned in the ears of the Home authorities, who are trying to bring about this universal penny postage as applying to England and its dependencies. It is said that there is a necessity for us to express an opinion from the standpoint of the colonies. The colonies are not in a position to go in for universal penny postage, inasmuch as it will be some years before they can expect to be able to have an intercolonial penny postage. I was of a different opinion twelve months ago; and if we were all in the same position that New Zealand is, I might be of that opinion still. It would be ridiculous for us to go in for penny postage now, because we cannot carry letters inland at that rate, even if we had an over-sea penny postage.

The Hon. J. G. WARD (N.Z.): Why not stop at the word "policy," and make no recommendation?

The Hon. J. KIDD (N.S.W.): I am not speaking on the question of policy at all, but am simply making reference to the justification of the permanent heads in bringing down this report. They know what would be the loss of revenue to the various colonies. In fact, in Victoria they have had to go back to the twopence rate. We would be very glad to have a penny rate in New South Wales; but we cannot afford to do it. We do not want to make a profit out of the Post Office; but we want it to pay its expenses. That is the position we are in, and I expect the other colonies are similarly situated. Why should we hesitate to approve of the recommendation of the permanent heads, and say that this Conference sets its face against the reduction, for the present time at least.

The amendment proposed by the Hon. Mr. Kidd was then agreed to; and question, as amended, put and passed.

The following recommendations were formally agreed to:—

### 31. INDECENT PHOTOGRAPHS.

This question was brought under notice by the Representative of South Australia, who submitted some objectionable photographs which had passed through his office.

We consider many of these to be of an obscene character, and we think that the Post Office should not be the means of circulating matter of such a demoralising tendency.

### 32. COMPULSORY REGISTRATION OF ARTICLES OF JEWELLERY (VALUE LESS THAN £1).

This matter was carefully considered at a Postal Conference held in Melbourne in August last year, when the following decision was arrived at:—

"Having considered this question, we would point out that compulsory registration is required by the postal laws of the colonies, and the principle is recognised by the regulations of the Universal Postal Union. It would, in our opinion, lead to friction and endless disputes between the officials and the public if it were made a function of the former to fix the value of articles of jewellery, &c., with a view to determine whether an article should be registered or not.

"In those colonies where the system has been in operation for several years, we find no difficulties have arisen, and we maintain that the additional security afforded by registration, even of articles of small value, is provided at a very reasonable cost."

We recommend that this decision be adhered to.

### 33. FUNCTIONS

## 33. FUNCTIONS OF SECRETARIAL OFFICE IN REGARD TO POST AND TELEGRAPH CONVENTION.

We recommend that all replies to circulars from the Berne Office should be answered, as arranged, through the Postmaster-General of South Australia, who will endeavour to obtain unanimity of the various colonies before forwarding the decision to the Berne Office.

As regards Telegraph Convention, see 41.

Put and passed.

## 34. FRANKING.

No report to make.

## 34A. RE-DIRECTION.—UNIFORMITY OF CHARGES.

This matter was discussed at the Hobart Conference, when the following recommendation of the Heads of Departments was agreed to:—

*“Item 19.—Re-direction Charge; also Charge for return of Dead Letters.”*

“We recommend the adoption of the Postal Union practice in its entirety—that is, to make no charge for re-direction if the article is fully prepaid to the country or colony to which it is re-directed. We are aware that under the existing Postal Laws of some of the Colonies the re-direction charge is compulsory, although inoperative as regards Foreign Countries.”

Put and passed.

## 34B. UNIFORMITY OF ACTION AS REGARDS ANSWERS TO BERNE CIRCULARS.

Dealt with above, under 33.

## 34C. SIMILARITY OF NAMES OF PLACES (POST OFFICES) IN DIFFERENT COLONIES.

Although we are alive to the inconveniences arising from similar names being given to places in various colonies, we see great difficulty in advising any change, but we are of opinion that the inconvenience would be materially lessened if the persons posting letters addressed to those places would be careful to insert the name of the colony. Care should be taken in future to avoid giving to places names which are already in use.

On the motion of the PRESIDENT, the report was adopted up to this point.

## 35. CYPHER MESSAGES.

## (a) Mode of counting (definition).

In all cases where Messages contain cypher words we consider that the following rule agreed to at the Hobart Postal Conference in 1892 page 25, should be made universal throughout the colonies:—

“Every message consisting wholly or in part of words in secret language, or in words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and every cypher word in such message shall be counted as two words, and the extra charge be added to the minimum rate for a message: provided that such extra charge shall not in any case exceed 50 per cent. on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word.”

## (b) To New Zealand.

That the New Zealand Government be requested to negotiate with the Eastern Extension Telegraph Company, with a view of placing the intercolonial business on the same footing as regards cypher messages as defined above.

The Hon. J. G. WARD (N.Z.): As I understand this, anyone who sends a cypher message has to pay double rates.

Mr. TODD (S.A.): It says “provided such extra charge shall not in any case exceed 50 per cent.,” so that if a message be all in cypher it will pay 50 per cent. extra.

The Hon. J. G. WARD (N.Z.): I move the omission of paragraph (b). I do not know the reason for that recommendation; but if it is carried I shall recommend our Government to withdraw from that agreement altogether. I will not put our mercantile community in the position of subscribing to the guarantee, and then ask them to put their hands in their pockets and pay 50 per cent. more for cypher messages. The agreement we have made is satisfactory to our colony. The Eastern Extension Company receive a large amount of revenue, and if the New Zealand people have to subscribe 50 per cent. additional for cypher messages I undoubtedly protest against it. I think it is wrong and at variance with the agreement entered into by New Zealand with the other colonies. Moreover, I do not think the representatives of Victoria and New South Wales would advocate that the system should be applied to international cable messages. If not, why should they put in a recommendation asking New Zealand to apply it to intercolonial messages. Who is this proposal to benefit? Not any of the colonies, but the Eastern Extension Company alone. If the majority carry this proposal against me I accept the position, but I say deliberately we will carry out the arrangement I have agreed to as far as the renewal of the contract is concerned; but we will not continue on those conditions in the future, because it is unfair to our colony. It is a breach of the agreement we have entered into, and I am very much surprised that the recommendation has been made.

Mr. C. TODD (S.A.) also spoke.

The Hon. A. WYNNE (V.): I cannot see that any sound reason has been given for the recommendation. It seems to me it will place New Zealand in a worse position than the other colonies. A statement has been made to me that it costs more to send a cypher message to Western Australia than

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New Zealand; but if you argue in the same way, it would cost more to send a cypher message from Brisbane to Melbourne than from Brisbane to Sydney. I cannot see that the difference in cost between one colony and another is a reason why you should increase the rate to New Zealand.

Mr. C. TODD (S.A.): I think the special agreement was overlooked when the recommendation was made.

Amendment put and agreed to; and question put and passed.

The following were formally agreed to:—

### 36. URGENT TELEGRAMS.

We advise that the system of "Urgent" Telegrams now in force in Queensland, Victoria, Tasmania, New Zealand, and South Australia be adopted generally.

### 37. UNIFORM SUNDAY TELEGRAPH RATES.

We advise that all messages despatched on Sunday be charged double the ordinary rates, excepting cable and Press messages. (New Zealand assenting, except as regards Press rates; Tasmania dissenting.)

### 38. *Re* CHARGING INTERCOLONIAL RATES TO PORT DARWIN FOR CORRECTIONS.

&

### 43. INTERCOLONIAL REPEATS (FOR CORRECTIONS).

We recommend that all intercolonial corrections and repeats should be dealt with in the same manner as provided for under the International Regulations, as follows:—

#### *Rectifying Telegrams.*

The receiver of a message may have the whole or part of it repeated on payment of the cost of the telegram demanding the repetition and of the reply to the same.

The sender can also have the whole or any portion of his message repeated on payment of the cost of the telegram he forwards and of the reply.

The demand for the repetition must be made within seventy-two hours after receipt or despatch of the telegram, and should be written in the following manner:—

"Sydney from Brisbane" (*these words are not charged for*).

"RP. 4" (*representing reply paid four words*).

"Twenty-sixth," (*date of message to be repeated*), "Brown" (*receiver's name*), "Repeat first, fourth, ninth," (*meaning words of the text of the telegram to be repeated*); or,

"Twenty-sixth," "Brown" "Repeat word" (*or words*) "after———."

The reply will be worded as follows:—

"Brisbane to Sydney" (*these words are not charged for*).

"Brown".....(*words repeated*).

### 39. REGISTRATION OF TELEGRAPH CODE ADDRESSES (FEE).

We recommend that each colony should charge a registration fee of 10s. per annum for all cable code addresses. (Victoria dissenting, as that colony already has a charge of 21s.)

The HON. J. G. WARD (N.Z.): I should like to express the hope that in cases where the code address has not been registered the heads of Departments will exercise every care to find the addressee. A great deal of inconvenience has arisen to senders in consequence of the messages in one colony not being delivered. We may adopt the system, which I thoroughly approve of, but there will be hundreds of people who know nothing about code addresses. They will send telegrams in the ordinary way, and the subordinate staff, who know it is necessary to have a code address registered, may be a little reckless in seeking the addressee. I hope the question I have raised will be noted.

The HON. A. WYNNE (V.): It seems to me that 10s. is too low a fee for the registration of a code address. It entails a lot of trouble in the way of reference to books and registers, and would cost the Department a great deal more than 10s. to find the address. I would suggest that the fee be £1 1s., which is little enough for twelve months. I move that as an amendment.

Mr. C. TODD (S.A.): It only applies to cable messages, and I think a registration fee of 10s. per annum for cable code addresses is sufficient. It is not at all improbable that in the near future an alteration will be made in the system of counting, so that instead of saying that names and addresses are free, it will be stated that the charge will be so much, including names and addresses.

The HON. J. G. WARD (N.Z.): My opinion is that a fee of 10s. is ample. There are plenty of firms who may register ten, twenty, thirty, or forty addresses; I know one firm who registered 170; but if the fee is £1 1s. the chances are that many of these addresses will not be registered. It is not a fair thing to charge the same fee for an intercolonial code registration as for an international one, and I would suggest that the amendment be withdrawn.

The HON. A. WYNNE (V.): I will withdraw the amendment.

Amendment withdrawn accordingly, and paragraph passed as printed.

The following recommendations were agreed to without discussion:—

### 40. MULTIPLE PRESS MESSAGES.

We advise that each administration continue under the existing arrangements, as the Press rates are so widely different that it is unadvisable to make any change at present.

### 41. TELEGRAPHIC

## 41. TELEGRAPHIC CORRESPONDENCE WITH INTERNATIONAL BUREAU.

We advise that the present arrangements be continued—viz., that Berne Bureau communicate direct with all the colonies, and *vice versa*.

## 42. POSTAGE ON TELEGRAMS.

We recommend that the existing arrangement in all the colonies for local messages should not be disturbed, but that on messages addressed to places beyond the colonies the usual postage be charged.

The HON. J. G. WARD (N.Z.) moved that the report, as amended, be now adopted.

The HON. J. KIDD (N.S.W.): I wish to have it recorded that New South Wales dissents from Recommendation 36, which deals with "Urgent telegrams."

Question put and passed.

## TRANSMISSION OF RESOLUTIONS.

On the motion of the HON. J. G. WARD (N.Z.), the President was requested to transmit—

- (1.) The resolution of the Conference *re* Canadian Mail Service to the Canadian and Imperial Governments.
- (2.) The resolution *re* Pacific cable to the Canadian and Imperial Governments, and to all recognised authorities in the several Pacific Islands concerned in such cable service.
- (3.) The resolution relative to the renewal of the Federal Mail contract to the Imperial Government.
- (4.) The resolution relative to the San Francisco Mail Service to the United States Government.

## SOUTH AUSTRALIAN TELEGRAPHIC RETURNS.

The PRESIDENT laid on the table the return of the international telegraphic traffic through South Australia from May, 1891, to February, 1893.

Ordered to be printed.

## REPORT.

The PRESIDENT brought up and read the draft report of the delegates, which, after amendment, was adopted.

## VOTES OF THANKS.

The HON. J. KIDD (N.S.W.) said: Mr. President,—It gives me pleasure now, at the close of these proceedings, to move a resolution thanking you for the able manner in which you have presided over the deliberations of this Conference. No other gathering of a similar character has been more ably presided over than has the present Conference. The business way in which you have discharged the duties of President, and the kind consideration you have extended to every member of the Conference, can only evoke from us our very best thanks. In connection with the business of the Conference, nothing has been wanting. You have realised the best possible way of getting through the business. You have had everything in readiness the moment we met, and we have been able to get through the work very much more speedily than I ever anticipated. But it is due to the manner in which you have been able to get the officers under you to have everything prepared for us when we met, and by that means we have been able to get through the business much sooner than we anticipated. Not only have you done that in connection with your position as President of this Conference, and discharged your duties with ability; but you have by your kindness and the manner in which you have received the delegates, from the time you met us on the border to the present moment, seemed to have made it a study to make everything as agreeable and pleasant as possible. We thank you very much for the kindness you have extended to us on behalf of the colony of Queensland, and it redounds very much to the credit of the colony. I do not intend to say much upon this occasion; but greater kindness and greater consideration and hospitality could not have been extended by anyone. I had the pleasure of being at the Conference held at Hobart, and think the system of holding conferences periodically in one colony or another animates the federal spirit which seems to prevail over all the public men of these colonies, and the outcome of which seems to be the realisation of the hopes of many—that before long we will not only have a Customs Union, but that we will have other questions in connection with the Government of these colonies brought into a similar position to the Postal Union. I have expressed a hope that before many years these colonies will be federated, but I think it will be a gradual process, and no surer way can be found to bring that federation about than the federating of one department with another, as the Postal Departments are. We are desirous of having these services federated and worked as though controlled from one central source. With regard to the progress of federation in these colonies, of course that will be a question of time; but the first thing to do is to break down the barriers that exist between the colonies. I do not think we should expect a full measure of federation at once on the scheme set forth in the constitution submitted to the Federal Convention lately held in Sydney. When our Postal Union is followed by a Customs Union the colonies will have gone a very long way in the direction of federation, and we will thus obtain more than by demanding everything at once. Federation seems to be a thing of slow growth; at least, it has been so in other countries. The United States were a very long time before they were able to have the fullest measure of federation there, and the same will be the case here. In Canada, they have been able to accomplish what we have been aiming at for some time past and what, I hope, may be consummated here within a few years. But my duty now is to return you our heartiest thanks for the able manner in which you have discharged the duties of President of this Conference and the hospitable way in which you have entertained the representatives of the various colonies since you received us at the border. It is due to you that the  
business

business of the Conference has been terminated so speedily, and I have no doubt that good results will accrue from our deliberations. I have much pleasure in moving that the heartiest thanks of the Conference be tendered to the President for his hospitality and the able manner in which he has conducted the proceedings of the Conference.

The HON. A. WYNNE (V.): I have great pleasure in seconding the motion. I know our President is a man who does not like to hear nice words spoken about himself, and it is therefore very difficult for one to express all one feels; but I must say that he has presided over this Conference in as able a manner as any man could do, and has treated us most generously; his every thought has been for our welfare during our visit to Queensland. The feeling of myself, and I am sure of every other delegate, is one of deep gratitude to him for his kindness and courtesy. Queensland has always taken a leading part in the federation movement, and these meetings of the Postal Conference help to make us all feel that our neighbours are good fellows, from whom we should not be separated by imaginary lines, so to speak, as is the case with New South Wales and Victoria. The boundary between those colonies is really undefined at the present moment, and yet they are separated. But the feeling that the colonies should be united is growing day by day, and I am satisfied that we shall eventually become a united Australia. These Postal Conferences have shown the way, and the establishment of a Customs Union would be a second step in the same direction. On behalf of the colony I represent, I thank you, Sir, for the kindness and courtesy you have shown us since our arrival in Queensland.

The HON. J. G. WARD (N.Z.): I very heartily echo the sentiments expressed by my friends, the Hon. Mr. Kidd and the Hon. Mr. Wynne. It is not too much to say that since we came here the President has devoted himself exclusively to the business of the Conference and to our entertainment. The result of our deliberations will be to promote uniformity in the conduct of postal business in the different colonies, and no one has done more to promote that than our worthy and esteemed President. When I shook hands with the President I felt that his interest was in Queensland, and far removed from my own in New Zealand; when I shake hands with him at our departure I shall go away feeling that I am not so distant from this colony as formerly, and that I shall want to shake hands with the President more frequently, and that New Zealand also will want to shake hands with Queensland oftener than she has done hitherto. The Postal Conference has done a great deal to bring about this feeling, and I desire to tender my sincere thanks to the President for his courtesy and kindness, and for the efficient manner in which he has presided over the Conference.

Mr. C. TODD (S.A.): I am sure you all understand my feelings when I say that I wish the Hon. Mr. Copley were here to speak on behalf of South Australia. When I go back I shall be able to give him such an account of the reception I have met with at your hands, Sir, as will make him so anxious to meet you that it will not be necessary to remind him that Ministers should be present at these Conferences, as was suggested by the Hon. Mr. Ward. Since our arrival at the border we have received nothing but kindness and courteous attention, and I shall go away feeling more than I did before that I have a friend in the Hon. Mr. Unmack. The success of the Conference and the good fruit it will bear are due very largely to the able manner in which he has presided over its proceedings.

Mr. R. A. SHOLL (W.A.): I cordially echo the sentiments expressed by the delegates who have already spoken, and thank you sincerely, on behalf of myself and the colony of Western Australia, for the very great courtesy and kindness I have received since I have been here.

The Hon. J. KIDD (N.S.W.) then put the motion, which was carried unanimously.

The PRESIDENT: Mr. Kidd, Mr. Ward, and gentlemen,—You have been good enough to refer to the attention which has been paid to you here; but I can only say that, in my opinion, we have not been able to approach anything of the kind shown to us in the sister colonies. Unfortunately, we are labouring under somewhat unfortunate conditions here at present; but I am sure the members of the Government and the people of Queensland would censure me if I had done anything less than I have done for your entertainment during the time you have been with us. We are all glad to know that you appreciate what little has been done for you, and I trust that any kindness and hospitality shown you may be the means of inducing further visits on your part in time to come to this great colony of Queensland. If it does, we will all be glad to welcome you, and pleased to see you. As regards myself, I may possibly never have another opportunity of meeting you officially; but I feel that, though that may be the case, when I travel through the other colonies, as I hope soon to do, I shall find warm friends in every colony I may visit. You have so heartily entered upon your work here, and with a spirit so worthy of representatives of these colonies, that you have in a measure rendered my duties as President merely nominal. I express the hope that, at any future Conference of the kind which any one of you may be called upon to attend, you will meet with a number of gentlemen animated equally with yourselves with the federal spirit, and as kindly and readily disposed to give and take. In that spirit any matters of contention that have arisen during this Conference have been pleasantly passed over and dealt with. I may say, with respect to the remarks made concerning myself, that the bulk of the work has been performed by Mr. McDonnell and Mr. Buzacott. I would say that it has been a source of special satisfaction and pleasure to me to meet you all, and to spend every moment I could spare amongst you. Each one of you has tried to be more kind to me than the other; and in expressing my sincere appreciation of your expressions of thanks to me, I trust you may never think less of me than you do at the present time. (Hear, hear.)

The HON. J. G. WARD (N.Z.): I have much pleasure in moving that the cordial thanks of this Conference be accorded to the permanent heads for their able services, and also to the secretary, Mr. Buzacott, for the able and courteous manner in which he has discharged his duties. I feel sure that the Ministerial representatives of the different colonies will endorse what I say when I express the opinion that the colonies should be proud of the ability possessed by the heads of their respective postal departments. I have had occasion, during a not very long period of public life, to meet the heads of various departments in the different colonies, and I think it no disrespect to other officers to say that I place in the



the first category the heads of the post and telegraph services. The report they have submitted to us is a sufficient record of the services they have rendered to this Conference; but I feel that we should be wanting in a due appreciation of their services were we not to unanimously pass such a resolution as this, in which we also record our appreciation of the courtesy and ability with which Mr. Buzacott has discharged his duties.

The Hon. J. KIDD: I have much pleasure in seconding the resolution. I have had some little experience in connection with heads of departments, and I do not think any country in the world could be better served than we are in these colonies in regard to the heads of the various departments. I also agree with the mover of the resolution that the secretary, Mr. Buzacott, has discharged his duties with ability, and with very great advantage to those who have come in contact with him.

The resolution was carried unanimously.

Messrs. McDONNELL (Q.), LAMBERTON (N.S.W.), SMIBERT (V.), HENRY (T.), and BUZACOTT (Secretary) acknowledged the vote of thanks.

#### VOTE OF THANKS TO THE PRESS AND HANSARD STAFF.

The Hon. J. KIDD (N.S.W.): I have much pleasure in proposing that our best thanks be accorded to the members of the Press for the able manner in which they have recorded the proceedings of the Conference from day to day. Though the Hon. Mr. Ward formally proposed that the Press should be admitted, the members of the Press are always admitted to Conferences of this kind; and by their record of the proceedings and criticism of the work of the Conference, they enable the public outside to gauge in some way the value of the work we are engaged in. In asking you to carry a vote of thanks to the Press, I think I should include the members of the *Hansard* staff, who have rendered the Conference valuable assistance, and greatly lightened our labours by enabling us each day to have before us the proceedings of the previous day in a concise form.

Mr. TODD (S.A.): I have much pleasure in seconding the vote of thanks proposed by Mr. Kidd.

Question put and passed.

Mr. J. GILLIGAN acknowledged the resolution on behalf of the *Hansard* staff.

#### PLACE OF MEETING OF NEXT CONFERENCE.

The Hon. J. G. WARD (N.Z.): I have a resolution to move which I trust will commend itself to you. In the ordinary course of affairs, I presume that we will hold another Conference in order to develop and mature many important matters which we have initiated. I hope that New Zealand will not be considered as too distant for the meeting of the next Conference. It is quite as easy to get there, and occupies no more time than to get to some places upon your own continent. I am sure it will do the political heads and the permanent heads of departments no harm to see New Zealand, but, on the contrary, it will do them good. I therefore move that the next Conference be held in New Zealand.

The Hon. J. KIDD (N.S.W.): I have much pleasure in seconding the resolution. Of course we are not at all sure as to who will compose the next Postal Conference, but we are going to do just what we have been doing all along. Everything we are doing is for the good of the colonies. That is what has influenced us with regard to all our work. It would not be wise for me to go beyond that, as in young countries things in political life are so changeable. We do not know what a week—sometimes even a day—may bring forth. I, for one, would not speak too hopefully of being the representative from my own colony, and I do not think that I very much care. That is the feeling which should animate every representative of the people. For the time being he should do the very best he can in the interests of the country he represents in the place he occupies, whether as a private member or as a member of the Government. I must say this in conclusion that when the day comes when the services of our President are lost to the Government of Queensland it will be very hard to replace him. I have very much pleasure in seconding the resolution.

The PRESIDENT: I do not look upon it as a compliment to any colony to have the Conference held in it. I look upon it as a right. We are all working in the Union, and a fair share should be accorded to every colony. Whoever may be appointed to the next Conference, I am sure they will be just as much pleased to go to New Zealand as to go to any of the other colonies. It is a good thing for public men to associate with their neighbours, and see for themselves the progress that is being made in other colonies. No colony should ask for the Conference to be held in it as a compliment. We are all working in a thoroughly federal spirit, and from that point of view it is as much a right as it is a pleasure to the colony where the Conference meets to have the Conference sitting there and to entertain the other delegates. None of us must think we are a greater colony, or possess greater wealth than others. Let us go and judge for ourselves of the other colonies, and then we can distribute the knowledge we have gained. Wherever we go we can learn something, and from New Zealand we can learn a great deal. The people of that country have roused themselves; and, after a sad experience of many years, they have got themselves through their troubles and difficulties, and they are now the most flourishing people in Australasia. I am sure no one grudges them their prosperity, and I only hope that it will increase a hundred fold. So long as they have such able men at the helm as they have at present, I am sure the colony will go ahead, and that you will all cordially agree to the resolution, whoever may be the next representatives.

Question put and passed.

The proceedings then terminated.

## APPENDIX A.

## LIST OF SUBJECTS FOR CONSIDERATION.

## MINISTERIAL.

## POSTAL.

1. Exercise of vote and representation at Postal Union Congress.
2. P. and O., and Orient Contract, 1895.
3. Fumigation of Mails at first Australian port, at joint expense.

## TELEGRAPH.

4. Consideration of continuation of guarantee with Cable Company.
5. Report from Committee *re* Electric Light and Tramways.
6. Hour Zone Time.

## DEPARTMENTAL.

## POSTAL.

## 7. Postal Union—

- (a) (1) Newspaper rates, and (2) printed paper rates to the United Kingdom.
- (b) Proposal by Italy, paragraphs 3 and 4, Article 19, Regulations, as to deterioration of articles sent as samples.
- (c) Proposal by Italy, Article 16, Convention, subsection (a), *re* transmission of coin, &c., also alteration No. 2 of paragraph 3, same Article.
- (d) Proposal by France, Article 16, Convention, paragraph No. 1, subsection (a), *re* manuscript correspondence in commercial papers, &c.
- (e) Vote required *re* proposition by United States concerning articles of natural history.
- (f) Correspondence *re* fraudulent stamps.
- (g) Proposal by Holland, subparagraph (m), Article 18 of Regulations, *re* requisitions to libraries.
- (h) Proposal by Italy, section 3, Article 11, Convention, and section 3, Article 6, Regulations *re* "open sea" letters.
- (i) Proposals by France and Russia, paragraph 4, Article 18 of Regulations, *re* writing on newspaper cuttings.
- (j) Article 9 of Convention, and 30 of Regulations, *re* correction of address.
- (k) Commercial papers, articles grouped together. (Article 20 of Regulations.)
- (l) Surtaxes. (Article 5 of Convention.)
- (m) General Statistics (simplification of).
- (n) England to continue to pay for actual weight instead of according to statistics.
- (o) German proposal *re* Tientsin. (Article 38 of Regulations.)
8. India—Limit of size, &c., book-packets and sample packets.
9. Indemnity for loss of registered letters.
10. Acknowledgment of receipt—
  - (a) Procedure—if not paid for, &c.
  - (b) G.P.O. of each Colony to act as intermediary for transmission of.
  - (c) Suggestion by France *re* treatment of.
11. Intercolonial Convention (Draft).
12. Parcel post—
  - (a) Transit rates (sea).
  - (b) Transit rates (land).
  - (c) Extension to New South Wales and United States of America.
  - (d) Collection of Customs duties at every parcel post office.
  - (e) With United Kingdom.
  - (f) Without names of senders (unclaimed).
  - (g) Insurance (rates, &c.).
  - (h) Postal Union system (intercolonially).
13. Express postal delivery.
14. Letter cards.
15. Sending unmarked stamps to Berne.
16. Reconsideration of packet rates.
17. Uniformity of statistics in Annual Postal Reports.
18. Telegraph money orders.
19. Classification of intercolonial correspondence on union lines (book and packet post).
20. Intercolonial letter bills (to be retained at office of destination).
21. Verification certificates (intercolonially).
22. System of surcharging (intercolonial, francs and cents).
23. Commercial papers, printed papers, and sample post (intercolonial).
  - (a) Detention when unpaid, &c.
  - (b) Extension of weight and dimensions.
  - (c) Inland sample rate on ordinary articles (extend intercolonially).
  - (d) Samples

- (d) Samples of gloves, boots, &c., at sample rates without being unpaired.
- (e) Travellers' cards.
- (f) Minimum rate for printed papers.
- (g) Minimum number of circulars by chromography.
- (h) Magazines as newspapers in Victoria.
- (i) Bulk parcels of newspapers, departure from Regulations by Victoria.
- (j) Postage on invoices bearing printed communications.
- 24. Unclaimed letters, &c.—
  - (a) Intercolonial detention.
  - (b) Special request letters returnable direct to senders.
- 25. Sea transit rates—
  - (a) Between Australia, Tasmania, and New Zealand on foreign mails (reduction from  $\frac{1}{2}$ d. per letter and 3s. per cwt. to Union rates.)
  - (b) On mails from New Zealand landed at first port in Australia for further conveyance to destination.
- 26. France's proposal *re* "round the world" letters.
- 27. Postal note system with the United Kingdom.
- 28. Special trains from Adelaide with English mails (*re* payment).
- 29. Demonetization of stamps (inquiry by New South Wales).
- 30. Reduction of postage from the United Kingdom.
- 31. Indecent photographs.
- 32. Compulsory registration of articles of jewellery (value less than £1).
- 33. Functions of secretarial office in regard to Post and Telegraph Convention.
- 34. Franking.
- 34a. Redirection—uniformity of charges.
- 34b. Uniformity of action as regards answers to Berne circulars.
- 34c. Similarity of names of places (post offices) in different colonies.

## TELEGRAPH.

- 35. Cypher messages—
  - (a) Mode of counting (definition).
  - (b) To New Zealand.
- 36. Urgent telegrams.
- 37. Uniform Sunday telegraph rates.
- 38. *Re* charging intercolonial rates to Port Darwin for corrections.
- 39. Registration of telegraph code addresses (fee).
- 40. Multiple Press messages.
- 41. Telegraphic correspondence with International Bureau.
- 42. Postage on telegrams.
- 43. Intercolonial repeats (for corrections).

## APPENDIX B.

REPORT OF COMMITTEE APPOINTED AT THE POSTAL AND TELEGRAPHIC CONFERENCE HELD AT HOBART, 1892, FOR THE PURPOSE OF DRAFTING A CODE OF RULES AND REGULATIONS FOR ERECTION OF ELECTRIC LIGHT AND POWER WIRES.

The following members of the Committee met at Sydney on 13th March, 1893, their meetings extending over the 14th, 15th, 16th, and 17th March:—

CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General and Superintendent of Telegraphs, South Australia.

MAJOR P. B. WALKER, C.E., M.I.E.E., Secretary of the Telegraph Service, New South Wales. Also representing Queensland.

GEORGE SMIBERT, Esq., A.I.E.E., Telegraph Engineer and Chief Electrician of the Victorian Postal Department.

O. HAES, Esq., M.I.E.E., Engineer of the Brush Electrical Engineering Company, Sydney.

J. H. C. LANGDON, Esq., A.M.I.C.E., City Surveyor of Adelaide.

A. J. ARNOT, Esq., A.M.I.C.E., M.I.E.E., Melbourne City Electrical Engineer.

JAS. O. CALLENDER, Esq., A.I.E.E., Callender's Bitumen Telegraph Waterproof Co., Limited, London.

ROBERT HENRY, Esq., Superintendent of Telegraphs, Tasmania.

Mr. P. B. WALKER proposed, and Mr. GEORGE SMIBERT seconded, the appointment of Mr. Charles Todd, C.M.G., as Chairman, which was unanimously agreed to.

Mr.

Mr. Todd, in taking the chair, thanked the members of the Committee for the position of honour to which they had elected him. He pointed out that the Committee had been formed in accordance with a resolution passed at the Postal Conference held in Hobart last year, for the purpose of drafting rules and regulations for erection of electric light and power wires, &c.

It was his mournful duty to announce that one of the members appointed to the Committee had been removed by death; he referred to the late Mr. E. C. Cracknell, whose loss was deeply felt by all. Mr. Cracknell, who first came to the colonies in 1855, was appointed as his assistant in that year, and rendered valuable aid in erecting the first lines of telegraph in South Australia, being those between Adelaide and Port Adelaide, Adelaide and Gawler; also the first intercolonial line between Adelaide and Melbourne. In 1857 he (Mr. Todd) was asked by Captain Martindale, of New South Wales, if he could recommend a suitable person to take charge of the telegraph service about to be started in that colony, and as it was a day of small things in South Australia, he strongly recommended Mr. Cracknell to accept the appointment: and, as Superintendent of Telegraphs in New South Wales—a position that he held up to the time of his death—Mr. Cracknell completed a most distinguished career, and carried out much useful work in the cause of electrical science. The mantle of Mr. Cracknell had now fallen on his old friend, Mr. P. B. Walker, who was worthy of the position, and who, he hoped, would long continue to occupy it.

He next referred to the work that was before the Committee, and suggested that the different Acts and Bills on electric light and power matters should be considered, and a complete set of Rules and Regulations drafted to insure the public safety and protect the interests of the telegraph service in the future erection of all electric light and power wires. That the question of appointing a Board of Control should also be dealt with; and if there was time, he would like the Committee to consider the advisableness of recommending that all telephone circuits should be changed to metallic circuits as soon as possible.

The resolution passed at the Hobart Conference was as follows:—Moved by the Hon. W. Copley, Minister of Agriculture and Education (South Australia), and seconded by the Hon. John Kidd, Postmaster-General of New South Wales—"That the drafting of a code of Rules and Regulations for erection of electric light and power wires be referred to a committee of experts, consisting of Messrs. E. C. Cracknell, George Smibert, A. F. Matveieff, R. Henry, and C. Todd, representing the Telegraph Departments of New South Wales, Victoria, Queensland, Tasmania, and South Australia; and Messrs. Haes, Arnot, and Callender, representing the Electric Light Companies. Mr. Todd to be convener of the Committee, and the report to be forwarded to the various Postmasters-General."

In moving the resolution, the Hon. W. Copley said: "It was well known that electric light and power was making great progress, and it was also known that there were dangers in connection with it if due precautions were not taken. It was necessary before it made any great advance in the colonies that some legislation should be adopted in regard to it. It was well known that terrible instances of the danger of these wires had taken place in New York and other places, and it was also well known that they seriously affected the working of the telegraph and telephone lines, the instruments in some cases having been destroyed by the electric light wires coming in contact with them.

"The main questions to be considered by the proposed Committee were—

1. The means to be taken for preventing the electric light wires affecting, by induction or otherwise, the efficient working of the telegraph and telephone wires.
2. The best methods for the protection of these telegraph lines from mechanical injury by the falling of electric light or power cables.
3. The methods to be adopted for the protection of the telegraph and telephone wires in crossing electric light cables.
4. The length of spans and the height of these cables above streets and buildings.
5. To secure proper insulation of cables.
6. To secure proper supports and safe methods of suspension."

Mr. Todd further said: Since the passing of the foregoing resolution at Hobart, Mr. E. C. Cracknell, Superintendent of Telegraphs, New South Wales, having been removed by death, and Mr. A. F. Matveieff, Superintendent of Telegraphs, Queensland, having retired from the service, the following names had been added, with the concurrence of all the colonies interested, viz.:—Mr. P. B. Walker's name substituted for that of Mr. E. C. Cracknell—Mr. Walker was also authorised to represent Queensland, in the place of Mr. Matveieff; Professor Kernot, at the instance of the Victorian Institute of Engineers; and Mr. J. H. C. Langdon, City Surveyor of Adelaide.

Professor Kernot unfortunately was unable to attend, but wrote to the Chairman as follows:—"I shall be very glad to see some steps taken towards giving the Electric Supply Companies a legal tenure, provided that the restrictions imposed are reasonable.

"Overhead wiring is essential in scattered places like Melbourne and other Victorian cities. To forbid it would be to stop the enterprise absolutely. The experience of the last five years in Melbourne has abundantly proved the safety of overhead wiring for 2,000 volt alternating currents. We have three large companies running at this tension, with altogether, I estimate, nearly 200 miles of high-tension mains in our streets."

A number of valuable papers were laid before the Committee relating to electric lighting and the transmission of electrical energy, the rules and regulations of the Board of Trade of the United Kingdom, extracts from the regulations of other countries, and a paper by Sir. W. Thomson, now Lord Kelvin. A schedule of these papers is appended to this report.

After very careful consideration of these papers, and the special conditions and requirements of the Australian colonies, the following resolutions proposed by Mr. Charles Todd were passed:—

1. "That it is desirable that the laws and regulations relating to the erection of electric light and power wires for the supply of electrical energy should, as far as possible, be uniform throughout the Australian colonies."

2. "That

2. "That no local or municipal authority, company, or person shall be allowed to lay in, or erect on, or along any street or public thoroughfare, any electric light or power wires without statutory authority."
3. "That a Board of Control consisting of, say, three members, be appointed in each colony, under whose supervision all works relating to electric lighting and the transmission of power shall be carried out in accordance with the rules and regulations approved by the Governor in Executive Council; and that a central or intercolonial Board of Control, consisting of representatives from the local boards, should also be appointed to make such amended rules and regulations as may from time to time be necessary, and to deal with matters cognate thereto."

The following Regulations were agreed to by the Committee, and are recommended for adoption by the Australian colonies:—

#### RULES AND REGULATIONS TO BE OBSERVED IN THE ERECTION OR LAYING OF ELECTRIC LIGHT AND POWER WIRES.

##### DEFINITIONS.

In the following Regulations the expression "Aerial conductor" means any wire or cable for the transmission of electrical energy for light or power purposes placed above ground in the open air.

The expression "Service conductor" means any conductor used to connect any aerial conductor with a consumer's premises.

The expression "Efficient earth" means that when any casing, support for conductors, conducting wire, or other metallic body is required to be efficiently connected to earth, such casing, support, conducting wire, or metallic body shall be deemed to be so connected when it is connected to metallic mains for water supply outside of buildings, or, where these are not available, to a mass of metal having a total surface of at least four square feet, buried to a depth of at least three feet in moist earth, by means of a conductor possessing a mechanical strength, and offering a passage to electrical discharges, equal to that of a strand of seven No. 16 galvanised iron wires.

The expression "Pressure" means the difference of electrical potential between any two conductors through which a supply of energy is given, or between any part of either conductor and the earth; pressure on any alternating current system being taken to be the equivalent of pressure on a continuous current system when it produces an equal heating effect if applied to the ends of a thin stretched wire or carbon filament; and—

- (a) Where the conditions of the supply are such that the pressure cannot at any time exceed 300 volts if continuous, or the equivalent of 150 volts if alternating, the supply shall be deemed a low pressure supply;
- (b) Where the conditions of the supply are such that the pressure may exceed the limits of a low pressure supply, but cannot exceed 3,000 volts, or the equivalent of 3,000 volts, whether continuous or alternating, the supply shall be deemed a high pressure supply;
- (c) Where the conditions of the supply are such that the pressure may on either system exceed 3,000 volts, or the equivalent of 3,000 volts, the supply shall be deemed an extra high pressure supply.

Mains, services, and other conductors and apparatus are referred to as low pressure, high pressure and extra high pressure mains, &c., according to the conditions of the supply delivered through the same, or particular portions thereof.

The expression "Earth return" means that the earth is used as a passage for a return circuit solely, or is assisted by a metallic conductor.

The expression "Electrical energy" shall mean the capacity for doing work by electricity.

The expression "Constituted authorities" means the Boards of Control appointed by the several Australian Governments.

##### OVERHEAD CONDUCTORS.

1. *Height from ground, and distance from buildings, &c.*—An aerial conductor in any street or thoroughfare shall not, in any part thereof, be at a less height from the ground than 20 feet; or, where it crosses a street, 30 feet, or within 6 feet of any building or erection other than a support for the conductor, except where brought into a building for the purpose of supply.

2. *Aerial conductors over housetops.*—Where necessary to run aerial conductors over the top of any buildings, they shall be kept at least 7 feet clear above the buildings; and all poles placed on buildings shall be fixed in shoes or plates, so that the downward pressure may be distributed over a large surface; such poles must be properly stayed with stranded galvanised iron or steel wires, and be efficiently connected to earth.

3. *Maximum intervals between supports.*—Every aerial conductor shall be attached to supports at intervals not exceeding 200 feet where the direction of the conductor is straight, or 150 feet where this direction is curved, or where the conductor makes a horizontal angle at the point of support. If suspending wires are used, as required in Regulation 17, the span for straight lines may be increased to 250 feet.

4. *Angle of crossing thoroughfares.*—Wherever possible a conductor should cross a street at right angles, and in no case shall the angle between such conductor and the direction of the street at the place of such crossing be less than 60 degrees, and the span shall be as short as possible.

5. *Supports, construction and erection of.*—Every support of aerial conductors shall be of a durable material and properly stayed against forces due to wind pressure, change of direction of the conductors, or unequal lengths of span, and the conductors must be securely attached to insulators fixed to the

the supports by a non-metallic ligament. The factor of safety for the suspended wires shall be at least 6, and for all other parts of the structure at least 12, taking the maximum possible wind pressure at 35 lb. per square foot.

6. *Connection of support to earth.*—Every support, if of metal, shall be efficiently connected to earth, and every other support which shall be exposed in such a position as to be liable to be affected by lightning shall be protected by a lightning conductor fastened to the support along its entire length, and projecting above the support to a height of at least 6 inches, such lightning conductor to be efficiently connected to earth, and possess a mechanical strength, and offer a passage to electrical discharges, equal to that of a strand of seven No. 16 galvanised iron wires.

7. *Lightning protectors.*—Every aerial conductor shall be protected by efficient lightning protectors of pattern approved by the constituted authorities.

8. *High pressure conductors laid above ground.*—Where any high pressure conductors, other than aerial conductors, are placed above the surface of the ground, they shall be completely enclosed in brickwork, masonry, or cement concrete, or in strong metal casing efficiently connected to earth, for a height of at least 10 feet above the ground.

9. *Crossing other wires.*—Where any aerial conductor is erected so as to cross one or more telegraph, telephone, or other wires, it may pass over, under, or between such wires, provided precautions are taken to keep such conductor at least 1 foot clear of the other wires in all directions; and both the aerial conductor and the telegraph and telephone wires shall be respectively affixed to separate supports, placed within 6 feet of the point of intersection where practicable, but in no case to exceed 10 feet, and further protected from coming in contact under any circumstances by guard irons or wires; all such guard irons or wires to be efficiently connected to earth.

10. *Service conductors.*—All service conductors shall be laid from the main cable, being joined thereto at a point as near as possible to a pole or support, direct to insulators attached to the building or premises to be served, and lead upward therefrom to tubes or channels of insulating and non-inflammable material, through which they shall pass into the building. Where they run along the outside of any building they shall be kept at least 12 inches apart, and be affixed to insulators. The tubes or channels to be sloped downwards from the inside to the outside of the building.

11. *Maximum working current.*—The maximum working current in any aerial conductor shall not be sufficient to raise the temperature of the conductor in any part to such an extent as to materially alter the physical condition or specific resistance of the insulating covering, if any, or in any case to raise such temperature to a greater extent than 30° Fahrenheit, and efficient automatic means shall be provided which will render it impossible for this maximum working current to be by any accident exceeded to the extent of 25 per centum, even for short intervals of time; and special care shall be taken that the cross sectional area and conductivity at joints is sufficient to avoid local heating, and that the joints are properly soldered and protected against corrosion.

12. *High pressure conductors to be insulated.*—Every high pressure aerial conductor shall be continuously insulated with a durable and efficient material, to be approved by the constituted authorities, to a thickness of not less than one-tenth of an inch, and in cases where the extreme difference of potential in the circuit exceeds 2,000 volts the thickness of the insulation shall be increased by one-thirtieth of an inch for every 1,000 volts, or part thereof. This insulation shall be further efficiently protected on the outside against injury or removal by abrasion. If this protection be wholly or partly metallic, it shall be efficiently connected to earth so, however, as not to cause undue disturbance to other electric lines or works by electrostatic induction or otherwise.

13. *Low pressure conductors to be insulated.*—Every low pressure aerial conductor shall be continuously insulated with a durable and efficient material, to be approved by the constituted authorities, and shall be further efficiently protected on the outside against injury by removal or abrasion. If this protection be wholly or partly metallic, it shall be efficiently connected to earth.

14. *Specification of insulation.*—The material used for insulating any aerial conductor must be such as will not be liable to injurious change of physical structure or condition when exposed to any temperature between the limits of 10° F. and 150° F., or to contact with the ordinary atmosphere of towns or manufacturing districts.

15. *Minimum insulation resistance allowable—Indicator of leakage.*—The insulation resistance of any circuit using high pressure or extra high pressure aerial conductors, including all devices for producing, consuming, or measuring energy, connected to such circuit, shall be such that should any part of the circuit be put to earth, the leakage current shall not exceed one twenty-fifth of an ampere in the case of continuous currents, or one-fiftieth of an ampere in the case of alternating currents. Every such circuit containing high pressure or extra high pressure conductors shall be fitted with an indicating device, which shall continuously indicate if the insulation resistance of either conductor fall below the conditions required by this regulation.

16. *Earth return.*—No earth return shall be allowed on any electric light or power circuit.

17. *Suspension of conductors.*—Every aerial conductor having a sectional area greater than 7, No. 18, S.W.G., shall be suspended by means of non-metallic ligaments to a suspending wire, securely affixed to the support and efficiently connected to earth at every point of support. Where the conducting wires shall be crossed, as provided in Regulation 20, the suspending wires shall also be crossed in the same manner. All suspending wires, if of iron or steel, shall be galvanised.

18. *Conductors to be fastened to inside of insulators.*—In all cases where aerial conductors are supported by insulators, such conductors must be fastened to the inside of the insulators, except where guard irons are used, so that in the event of the conductor fastening giving way, the conductor will not fall to the ground.

19. *Minimum sectional area of conductors.*—No single wire less than No. 14, S.W.G., shall be used, and no smaller wire than No. 20, S.W.G., shall be used in any stranded cable. No stranded cable shall have a sectional area less than the equivalent of No. 14, S.W.G.

## 20. Protection

20. *Protection of telegraph and telephone wires from interference.*—Except where otherwise permitted by the constituted authorities, in the case of aerial conductors carrying alternating currents, the two conductors constituting the lead and return for any circuit shall be run parallel with each other, and at a distance apart not exceeding 18 inches; and the position of such lead and return shall be interchanged by crossing every half mile, or at least once in any shorter length of parallel telegraph or telephone wire, which would be liable to induction.

21. *Conductors not to be placed on telegraph or telephone poles.*—In no case, without special permission from the Postmaster-General, shall any aerial conductor be attached to any pole or support carrying a telegraph or telephone wire.

22. *Owner of conductor responsible for supports.*—The owner of every aerial conductor and support shall be responsible for the efficiency of the same, and every support shall bear a distinctive mark, approved by the constituted authorities, to indicate the ownership.

23. *Maintenance.*—Every aerial conductor, including its supports and all the structural parts and electrical appliances and devices belonging to or connected with such conductor, shall be duly and efficiently supervised and maintained by or on behalf of the owners as regards both electrical and mechanical conditions.

24. *Transformers.*—Where transformers are attached to street poles, they shall be securely fixed thereto, at a height of at least eighteen feet above ground, and shall be provided with switches and fusible cut-outs placed in the lead and return of the high pressure or extra high pressure conductors, in such a manner that the transformer can be completely disconnected from the supply mains, and the whole apparatus shall be enclosed in a watertight covering, which, if of metal, shall be efficiently connected to earth, and necessary precautions shall be taken to render it impossible for the low pressure or secondary conductors to receive current from the high pressure or primary conductors.

25. *Unused conductors to be removed.*—No wire or support or attachment thereto shall remain erected for more than one month after it has ceased to be in use, unless the owner or owners intend within a period not exceeding three months to take it again into use, and of such intention shall give notice to the constituted authorities.

26. Every aerial conductor shall be placed and used with due regard to electric lines and works from time to time used, or intended to be used, for the purpose of telegraphic or telephonic communication, or the currents in such electric lines and works, and every reasonable means shall be employed in the placing and use of aerial conductors, to prevent telegraph and telephone wires being injuriously affected, whether by induction or otherwise, to the entire satisfaction of the Postmaster-General.

27. (a) Upon the proclamation of these Regulations in the *Government Gazette*, every owner of an aerial conductor for the supply of electrical energy shall forthwith furnish the Postmaster-General and the constituted authorities with a description and plan showing the mode and position in which such conductor is erected.

(b) The Postmaster-General and the constituted authorities, upon consideration of such description and plan, may require such alteration in the position or mode of erection or mode of use of such conductor, or compliance with such other conditions as he or they may think fit, having regard to the protection of the electric lines or works of the Postmaster-General; and any failure on the part of the body or person owning or using, or entitled to use, the said conductor to comply with such requirements shall be deemed to be a non-compliance with these Regulations.

(c) Any notice required to be served upon the Postmaster-General and the constituted authorities under these Regulations may be served by being addressed to them and left at, or transmitted through the post to their authorised addresses, and any notice required to be served on the body or person owning or using, or entitled to use, any aerial conductor may be served by being addressed to such body or person, and left at, or transmitted through the post to, their or his office or last known place of address.

28. In no case shall any of the foregoing Regulations be departed from, unless with special permission of the constituted authorities.

NOTE.—All existing electric light or power conductors shall be so altered as to comply with these Regulations, and all future work connected with the erection of electric light and power conductors must be carried out under these Regulations, to the entire satisfaction of the constituted authorities.

#### UNDERGROUND CONDUCTORS.

Pending the adoption of Regulations, where conductors are laid underground, the system to be employed shall be approved by, and the work carried out to the satisfaction of, the constituted authorities.

#### ELECTRIC TRAMWAYS.

It appears that Queensland is the only colony that has taken any legislative action with regard to electric tramways, and appended to this Report will be found a copy of the Act and Regulations approved by His Excellency the Governor in Executive Council of that colony.

Mr. R. Henry supplied the following information respecting an electric tramway now being constructed in Hobart:—The company, having obtained parliamentary powers to construct tramways, are now putting down eight miles of electric tramways on what is known as the overhead trolley system, between Hobart and its suburbs. To avoid interference with the telegraph and telephone wires it has been found necessary in some cases to lay the latter underground where they cross the aerial conductor of the tramway.

Until rules and regulations are framed for the control of tramway and power wires, permission should be given by the Government to allow such work to be carried out under proper supervision, the interests of the Postmaster-General and the safety of the public being in every respect conserved.

#### TELEPHONE

## TELEPHONE WIRES.

The Committee advise that the telephone system should be changed to metallic circuits as soon as possible, with a view of reducing the difficulties connected with induction.

## CONCLUSION.

While clause 9 of the foregoing Regulations permits electric light and power wires, where crossing telegraph and telephone wires, to pass between them, the Committee are of opinion that this should be avoided wherever possible, and would recommend that electric light and power wires in the principal parts of any town or city should be placed underground as early as possible.

The Committee recommend that there should be periodical inspections of all electric light and power leads, and works carried out under these Regulations by a properly qualified inspector appointed by the Government.

As the consideration of the many important and complicated questions involved with regard to underground wires, electric tramways, and the transmission of power generally, could not be dealt with in the time at the disposal of the Committee, it is recommended that the Governments should authorise the Committee to meet again at an early date to consider Rules and Regulations relating to underground conductors, transformers, electric tramways, and the transmission and supply of electrical energy.

CHARLES TODD, *Chairman.*

GEO. SMIBERT

P. B. WALKER

ROBT. HENRY

JAS. O. CALLENDER

A. J. ARNOT

OSWALD HAES

J. H. C. LANGDON.

## APPENDIX 1.

LIST OF PAPERS, &c., TABLED BY THE FOLLOWING MEMBERS OF THE COMMITTEE FOR REFERENCE.

By MR. CHARLES TODD:—

Postal and Telegraphic Conference, Hobart, 1892.

Board of Trade Regulations for the protection of the public safety and of the Electric Lines and Works of the Postmaster-General. (1888 Act.)

Board of Trade Regulations and Conditions under the 1882 and 1888 Acts, and of the Notting Hill Electric Lighting Order. (1889.)

Board of Trade Rules with respect to applications for Licenses and Provisional Orders, &c.

Board of Trade Provisional Order under the Electric Lighting Acts 1882 and 1888.

Electric Lighting Act, 1882. (Great Britain.)

„ „ „ 1888. (Great Britain.)

The Gas and Electric Lighting Act, 1891. (South Australia.)

Extracts of Austrian Electrical Regulations of 1885.

„ Hungarian Law of 1888.

„ Italian Law of 1889.

„ Belgian Law of 1887.

„ French Law of 1888.

„ Swiss Federal Law of 1889.

By MR. GEORGE SMIBERT:—

Bill to facilitate and regulate the supply of Electricity for lighting and for other purposes. (Victoria.)

The A.U. Alcock Electric Light and Motive Power Company's Act. (Victoria.)

Special Report, and Report from the Select Committee on the Telegraphs Bill. (United Kingdom.)

By MR. O. HAES:—

London Overhead Wires Act, 1891.

London County Council By-laws, 1891.

Report of Electrical Commission, District of Columbia.

Provisional Order relating to Cambridge, Dover, Hove, etc., 1890.

By



By MAJOR P. B. WALKER:—

Digest of Law of Electric Lighting. (Hayward.)  
 Borough of Newcastle Electric Lighting Act. (New South Wales.)  
 Municipal Council of Sydney Electric Lighting Act. (New South Wales.)  
 Australian Gaslight Company Electric Lighting and Supply Act. (New South Wales.)  
 Hillgrove and Armidale Water Power Electric Act. (New South Wales.)  
 Sydney Electric Lighting Act. (New South Wales.)  
 List of Electric Lighting Central Stations in Great Britain.  
 Abstracts relating to six points mentioned in Mr. Copley's remarks.  
 Article on Electric Lighting and Public Safety, by Sir William Thomson (now Lord Kelvin).  
 The Law relating to Electric Lighting. (Bower & Webb.)

By MR. JAS. O. CALLENDER:—

Correspondence between the Board of Trade, Messrs. Crompton and Co., the Brush Electric Co., and others, and the Electrical Section of the London Chamber of Commerce, on the Board of Trade Rules for Overhead Wires for Electric Lighting purposes.  
 Major P. Cardew's Paper read before the Institute of Electrical Engineers, on the Treatment, Regulation, and Control of Electric Supply by the Legislature and Board of Trade.  
 Wellington Electric Lighting Act, 1891. (New Zealand.)

By MR. A. J. ARNOT:—

Seventh Annual Report of the Board of Gas and Electric Light Commission of the Commonwealth of Massachusetts. (1892.)  
 Terms and Conditions under which permission is given to erect Electric Lighting Wires in the streets and public ways in the City of Melbourne.  
 Report of a Special Meeting of the Victorian Institute of Engineers to discuss the Electric Lighting Bill.

## APPENDIX 2.

### REGULATIONS FOR THE PROTECTION OF THE PUBLIC SAFETY AND OF THE ELECTRIC LINES AND WORKS OF THE POSTMASTER-GENERAL, AND OF OTHER ELECTRIC LINES AND WORKS, PRESCRIBED BY THE BOARD OF TRADE UNDER THE PROVISIONS OF THE ELECTRIC LIGHTING ACT, 1888.

In these regulations the words, terms, and expressions to which by the Electric Lighting Acts, 1882 and 1888, meanings are assigned, shall have the same respective meanings, provided that in these regulations—

“Energy” means electrical energy, and for the purposes of the Electric Lighting Act, 1888, and these regulations, electrical energy shall be deemed to be an agency within the meaning of the word electricity as defined in the Electric Lighting Act, 1882.

“Conductor” means an electric wire or line used for the supply of energy.

“Aerial conductor” means a conductor which is placed above ground and in the open air.

“Low pressure conductor” means a conductor in which the difference of electric potential either between that conductor and earth or between that conductor or any part thereof and any other conductor on the same poles or supports does not exceed 300 volts, if the supply be on the continuous current system, or the equivalent of 150 volts if on the alternating current system. A difference of potential on the alternating current system shall be deemed to be the equivalent of a difference of potential on the continuous current system, when it produces an equal heating effect if applied to the ends of a thin stretched wire or carbon filament.

“High pressure conductor” means a conductor in which the difference of electric potential as above described is greater than that of a low pressure conductor.

#### REGULATIONS.

1. An aerial conductor in any street shall not in any part thereof be at a less Height from ground height from the ground than 20 feet, or where it crosses a street, 30 feet, or within 6 feet of any building or erection other than a support for the conductor, except where buildings, &c. brought into a building for the purpose of supply.

2. Every aerial conductor shall be attached to supports at intervals not exceeding Maximum intervals 200 feet where the direction of the conductor is straight, or 150 feet where this direction between supports. is curved, or where the conductor makes a horizontal angle at the point of support.

3. Every support of aerial conductors shall be of a durable material, and properly Supports, stayed against forces due to wind pressure, change of direction of the conductors, or construction and unequal lengths of span, and the conductors and suspending wires (if any) must be erection of securely

	securely attached to insulators fixed to the supports. The factor of safety for the suspended wires shall be at least 6, and for all other parts of the structure at least 12, taking the maximum possible wind pressure at 50 pounds per square foot. No addition need be made for a possible accumulation of snow.
Connection of support to earth.	4. Every support, if of metal, shall be efficiently connected to earth, and if of wood or other non-conducting material, shall be protected from lightning by a lightning conductor fastened to the support along its entire length, and projecting above the support to a height of at least six inches, such lightning conductor being efficiently connected to earth.
Efficient earth connection defined.	A support shall be efficiently connected to earth when it is connected to metallic mains for water supply outside of buildings, or, where these are not available, to a mass of metal having a total surface of at least four square feet, buried to a depth of at least three feet in moist earth, provided that in either case the connecting conductor must possess a mechanical strength, and offer a passage to electrical discharges, equal to that of a strand of seven No. 16 galvanised iron wires.
Lightning protectors.	5. Every aerial conductor shall be protected by efficient lightning protectors of pattern approved by the Board of Trade.
Angle of crossing thoroughfares.	6. Where any conductor crosses a street, the angle between such conductor and the direction of the street at the place of such crossing shall not be less than 60 degrees, and the spans shall be as short as possible.
Crossing other wires.	7. Where any aerial conductor is erected so as to cross any other aerial conductor or any suspended wire used for purposes other than the supply of energy, precautions shall be taken by the owners of such crossing conductor against the possibility of that conductor coming into contact with the other conductor or wire, or of such other conductor or wire coming into contact with such crossing conductor by breakage or otherwise.
Maximum working current.	8. The maximum working current in any aerial conductor shall not be sufficient to raise the temperature of the conductor in any part to such an extent as to materially alter the physical condition or specific resistance of the insulating covering, if any, or in any case to raise such temperature to a greater extent than 30° of Fahrenheit's thermometer, and efficient automatic means shall be provided which will render it impossible for this maximum working current to be by any accident exceeded to the extent of 25 per centum, even for short intervals of time; and special care shall be taken that the cross sectional area and conductivity at joints is sufficient to avoid local heating, and that the joints are protected against corrosion.
High pressure conductors to be insulated.	9. Every high pressure aerial conductor must be continuously insulated with a durable and efficient material to be approved by the Board of Trade, to a thickness of not less than one-tenth part of an inch, and in cases where the extreme difference of potential in the circuit exceeds 2,000 volts, the thickness of insulation must not be less in inches or parts of an inch than the number obtained by dividing the number expressing the volts by 20,000. This insulation must be further efficiently protected on the outside against injury or removal by abrasion. If this protection be wholly or partly metallic it must be efficiently connected to earth, so, however, as not to cause undue disturbance to other electric lines or works by electrostatic induction or otherwise.
Specification of insulation.	10. The material used for insulating any high pressure aerial conductor must be such as will not be liable to injurious change of physical structure or condition when exposed to any temperature between the limits of 10° F. and 150° F., or to contact with the ordinary atmosphere of towns or manufacturing districts.
Minimum insulation resistance allowable.	11. The insulation resistance of any circuit using high pressure aerial conductors, including all devices for producing, consuming, or measuring energy, connected to such circuit, shall be such that should any part of the circuit be put to earth, the leakage current shall not exceed $\frac{1}{100}$ th of an ampere in the case of continuous currents, or $\frac{1}{50}$ th of an ampere in the case of alternating currents. Every such circuit containing high pressure conductors shall be fitted with an indicating device which shall continuously indicate if the insulation resistance of either conductor fall below the conditions required by this Regulation.
Indicator of leakage.	
Suspension of conductors.	12. Every aerial high pressure conductor shall be efficiently suspended by means of non-metallic ligaments to suspending wires, so that the weight of the conductor does not produce in it any sensible stress in the direction of its length, and the insulated conductors and suspending wires, where attached to supports, shall be in contact only with material of highly insulating quality, and shall be so attached and guarded, that in case they break away it shall not be possible for them to fall away clear of the support.
Protection of telegraph and telephone wires from interference.	13. In the case of aerial conductors carrying alternating currents, the two conductors constituting the line and return for any circuit shall be run parallel with each other, and at a distance apart not exceeding eighteen inches.
Owner of conductor responsible for supports.	14. The owner of every aerial conductor shall be responsible for the efficiency of every support to which such conductor is attached, and every support shall be efficiently marked with such mark indicating the ownership of the conductor as the Board of Trade shall approve.
Maintenance.	15. Every aerial conductor, including its supports and all the structural parts and electrical appliances belonging to or connected with such conductor, shall be duly and efficiently supervised and maintained by or on behalf of the owners as regards both electrical and mechanical conditions.

16. An aerial conductor shall not be permitted to remain erected after it has ceased to be used for the supply of energy, unless the owners of such conductors intend to be removed within a reasonable time again to take it into use.

17. Every aerial conductor shall be placed and used with due regard to electric lines and works from time to time used or intended to be used for the purpose of telegraphic communication or the currents in such electric lines and works, and every reasonable means shall be employed in the placing and use of aerial conductors to prevent injurious affection, whether by induction or otherwise, to any such electric lines or works or the currents therein.

18. (a.) A notice describing every aerial conductor erected or used for the supply of energy shall forthwith, upon receipt of these regulations, be served upon the Postmaster-General, together with a plan showing the mode and position in which such conductor is erected.

(b.) The Postmaster-General, upon consideration of such notice and plan, may require such alteration in the position or mode of erection, or mode of use of such conductor, or compliance with such other conditions as he may think fit, having regard to the protection of the electric lines or works of the Postmaster-General, and any failure on the part of the body or person owning or using, or entitled to use, the said conductor to comply with such requirements shall be deemed to be a non-compliance with these regulations.

(c.) Any notice required to be served upon the Postmaster-General under these regulations may be served by being addressed to him, and left at, or transmitted through the post to the General Post Office, London, and any notice required to be served on the body or person owning or using, or entitled to use, any aerial conductor may be served by being addressed to such body or person and left at, or transmitted through the post to, their or his office or last known place of address.

### APPENDIX 3.

#### Queensland.



ANNO QUINQUAGESIMO QUARTO

## VICTORIÆ REGINÆ.

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### No. 16.

#### An Act to Amend "The Tramways Act of 1882."

ASSENTED TO 20TH NOVEMBER, 1890.

**W**HEREAS it is desirable to amend "*The Tramways Act of 1882*" in certain particulars: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of Queensland in Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as "*The Tramways Act of 1882 Amendment Act of 1890*," and shall be read and construed with and as an amendment of "*The Tramways Act of 1882*," hereinafter called the "Principal Act." The Principal Act and this Act may together be cited as "*The Tramways Acts, 1882-1890*." Short title.

2. Except as hereinafter otherwise provided, the several terms defined by the Interpretation Principal Act shall, in this Act, have the same meanings as are therein assigned to them respectively. Interpretation clause.

In the Principal Act and this Act the term "Council" shall not, except as next hereinafter provided, be deemed to include a Joint Local Authority constituted for administrative purposes only, within the meaning of the eleventh section of "*The Local Authorities (Joint Action) Act of 1886*":

Provided that, whenever the district of a Joint Local Authority constituted for the purpose of regulating the traffic within such district comprises the whole of the area in which a tramway of a company has been constructed, such Joint Local Authority shall for the purposes of the fifty-fourth section of the Principal Act be deemed to be the Council.

3. When a company obtains the concurrence of the Council in the use of electric force transmitted by wires or cords as a motive power upon the tramway, it shall be lawful for the company to erect and maintain in any street, along or across which the tramway is so used, any electric apparatus, and any electric apparatus so erected and maintained shall be deemed to be part of the tramway. Provisions for electric force transmitted by wires.

tramway is authorised to be laid, such posts or pillars, of wood, iron, or other material, as may be necessary for supporting the wires or cords used for transmitting the electric force, and to place, suspend, and maintain suspended therefrom, such wires or cords as may be necessary for transmitting such force :

Provided that the poles or pillars shall be of such height and dimensions and at such distances from one another, and the wires or cords shall be kept at such a height above the surface of the earth, and the company shall observe such precautions to avoid the falling of any such wire or cord, and to secure the effectual insulation thereof, as the Governor in Council may from time to time prescribe.

Power to construct, maintain, and renew works and appliances necessitated by use of motive power other than horses.

4. When a company obtains the concurrence of the Council in the use of any motive power other than horses, or in the substitution of any such other motive power for horses, in connection with a tramway of the company, whether such tramway is already constructed or is proposed to be constructed, then and in every such case, for the purpose of constructing, maintaining, renewing, or reconstructing any works or appliances necessary or expedient for the efficient working of such tramway by means of such motive power, the company may, subject to the provisions of the Principal Act in that behalf, from time to time, do all or any of the acts following, that is to say :—

- (1) Break up a street ;
- (2) Alter the position of gas pipes or water pipes, or, with the approval of the Postmaster-General, of telegraphic wires, posts, or apparatus ;
- (3) Make alterations in any existing works and appliances of the company, and execute other works, and provide other appliances whether temporary or permanent.

Special provision as to companies where Tramways are in operation.

5. When a company which has already constructed tramways in accordance with the provisions of the Principal Act desires to substitute other motive power in the place of horses, and has obtained the concurrence of the several councils concerned in that behalf, the company need not, for the purpose of reconstructing such tramways in so far as it is necessary or expedient so to do, comply with any of the conditions, or do any of the acts or things, prescribed by Part II. of the Principal Act in relation to the construction of a tramway ; but in the exercise of the powers aforesaid the company shall be subject to all other provisions of the Principal Act, so far as the same are applicable thereto, and so far as the same are not expressly varied by this Act.

Power to construct, maintain, and work temporary tramways during execution of alterations.

6. When by reason of the execution of any works or alterations under any of the powers conferred by the two last preceding sections, it is, in the opinion of the company, necessary or expedient temporarily to remove, or discontinue the working of, an existing tramway, the company may temporarily remove, or discontinue the working of, the same accordingly, and may, subject to the approval of the council, construct in the same street in which such tramway is laid, or in a street adjacent thereto, a temporary tramway in lieu of the tramway so removed or discontinued, and, subject to the like approval, may maintain and work the same so long as occasion may require :

Provided that the company shall complete such works or alterations with all reasonable expedition, and shall upon the completion thereof replace the tramway in its original position and completely restore the street upon which such temporary tramway was laid, to the reasonable satisfaction of the council.

Cost of works necessitated by the exercise of powers reserved under sections 41 and 42, by whom to be borne.

7. Whenever, by reason of the exercise of any of the powers reserved to the council or to any other person or persons by the forty-first and forty-second sections of the Principal Act, it is necessary or expedient for a company to execute any works for the purpose of altering the levels of a tramway worked by any motive power other than horses, or for the purpose of securing, restoring, or renewing such tramway, or otherwise in relation to the premises, then and in every such case the cost and expenses of and connected with the execution of all such works shall be borne by the council or other the person or persons for the time being exercising such powers as aforesaid, and the company may recover the same as liquidated damages from such council, person, or persons, anything in the Principal Act to the contrary notwithstanding.

Power to restrict fares limited.

8. Except with the consent of a company in that behalf first had and obtained, the powers conferred upon the Governor in Council by the seventy-eighth section of the Principal Act shall not be exercisable so as to reduce the fares which the company may lawfully demand for the conveyance of passengers upon its tramway as prescribed by the fifty-eighth section of the said Act.

Company empowered to sell its undertaking.

9. A company may, with the consent of the Governor in Council and in manner prescribed by its memorandum and articles of association, sell its undertaking in relation to a tramway or any portion of such undertaking to any person or persons, corporation or company :

Provided always that the company shall first offer to sell to the council such undertaking or portion thereof, and shall enter into no contract for the sale of the same with any other person or persons, corporation, or company, until the expiration of six calendar months from the date of such offer, or unless before the expiration of such time the council has refused to purchase the same, and in the event of the council purchasing the same the amount of purchase money shall be ascertained in accordance with the provisions of the second paragraph of the eighty-fourth section of the Principal Act.

When

When any such sale has been made, all the rights, powers, authorities, and obligations of the company in respect of the undertaking sold shall be transferred to and vested in and may be exercised by and shall attach to the person or persons, corporation or company, to whom the same has been sold, in the same manner and to the same extent as such rights, powers, authorities, and obligations were previously vested in, exercisable by, and attached to the company.

10. The discontinuance in the working of an existing tramway for the space of three calendar months in pursuance of the powers conferred by the fifth section of this Act, or a resolution passed or order made for winding up a company for the purpose of effecting or facilitating such sale as is by the last preceding section authorised, shall not empower the council to remove or take possession of a tramway of the company under the provisions of the fifty-sixth section of the Principal Act. Powers of the council under section 65 of the Principal Act limited.

11. A company may at any time, with the consent of the Governor in Council and in manner prescribed by its memorandum and articles of association, purchase the undertaking of another company in relation to a tramway or any portion of such undertaking, from the company, mortgagee, or other person in lawful possession of the same, at such price and upon such terms and conditions as may be mutually agreed upon. Company empowered to purchase undertaking.

And when such purchase has been effected, all the rights, powers, authorities, and obligations of the last-mentioned company, mortgagee, or other person in respect of the undertaking purchased, shall be transferred to and vested in, and may be exercised by, and shall attach to the company which has purchased the same in the same manner and to the same extent as such rights, powers, authorities, and obligations were previously vested in, exercisable by, and attached to the company, mortgagee, or other person as aforesaid.

12. Where a company desires to work its tramway by means of motive power other than horses in the first instance, or to substitute other motive power in the place of horses in the working thereof, and has obtained the concurrence of the council in that behalf, the Governor in Council may by Order in Council, upon the petition of the company under its corporate seal, postpone the time limited by the eighty-fourth section of the Principal Act for the compulsory purchase of the tramway to any time not exceeding a period of twenty-five years from the date of the concurrence of the council in the working of such tramway by means of motive power other than horses: Power to postpone time for compulsory purchase.

Provided that the Governor in Council may, by the Order in Council, direct that such postponement shall not take place unless the company, within a period not exceeding three years from the date of the Order in Council, does all things necessary for working the tramway by the motive power, other than horses, for which the concurrence of the council has been obtained.

13. In the event of any such compulsory purchase as in the last preceding section mentioned being made subject to any existing mortgage the following consequences shall ensue, that is to say:— Effect of compulsory purchase on mortgage.

Thereupon—

- (1) The principal moneys and interest secured by any such mortgage shall cease to be a charge upon any of the property of the company, including its uncalled capital, other than that purchased by the council;
- (2) The company shall be absolutely discharged from all liability in respect of the principal moneys and interest secured by any such mortgage, and from all actions, suits, accounts, claims, and demands for or in respect of the same, or for or in respect of any such mortgage or anything relating thereto, anything in the twenty-fifth section of the Principal Act to the contrary notwithstanding;
- (3) The principal moneys and interest respectively secured by every such mortgage shall be a charge upon the property and revenues of the council so purchasing as aforesaid; and
- (4) Such council shall be liable for the principal moneys and interest secured by every such mortgage in the same manner as if an express covenant in that behalf had been inserted in every such mortgage on the part of and under the common seal of such council, and as if every such mortgage had been made or granted by such council instead of by the company.

14. No such compulsory purchase as in the last preceding section mentioned shall be deemed to constitute a breach of any covenant implied under the provisions of the fifteenth section of the Principal Act. Compulsory purchase not deemed breach of covenant implied in section 15 of Principal Act.

15. Every mortgage debenture issued or given by a company shall be in the form or to the effect of the Schedule to this Act, instead of in the form or to the effect prescribed by the Principal Act. Form of mortgage debenture.

And the First Schedule to the Principal Act is hereby repealed.

16. The

Publication in  
*Gazette* of Order  
in Council to be  
conclusive evidence  
of compliance with  
conditions.

Saving of other  
powers vested in  
company.

16. The publication in the *Gazette* of any Order in Council purporting to be made in pursuance of the Principal Act or this Act shall be conclusive evidence that all necessary conditions preliminary to the making of such Order have been duly complied with.

17. All the powers conferred by this Act shall be deemed to be in addition to and not in derogation of any other powers conferred upon a company by the Principal Act or any Act amending or in substitution of the same, and the company may exercise any such other powers in the same manner as if this Act had not been passed.

#### THE SCHEDULE.

##### FORM OF DEBENTURE.

The No.	Company.	£
Debenture for £		
Payable at [state place of payment] on the	day of	
Issued by the	Company, under "The Tramways Acts,	
1882-1890."		

On presentation of this debenture at [state place of payment] on or after the day of the bearer thereof will be entitled to receive £

Interest on this debenture will cease after the day when the payment falls due, unless default is made in payment.

The amount secured by this debenture is secured upon [state whether the whole tramway assets and uncalled capital, or if only a portion, specify it], as provided by section fifteen, subsection one, of "The Tramways Act of 1882," which is as follows [set forth section fifteen, subsection one, of the said Act]:—

This debenture is subject to the power of purchase reserved to the council by "The Tramways Acts," 1882-1890; and upon such purchase this debenture will cease to be a charge upon any of the property of the said company other than that purchased by the council, but in lieu thereof will be a charge upon the property and revenues of the council, and the said company will thereafter be discharged from all liability; but the council will be liable in respect of the same in the same manner as if this debenture had been issued by the council instead of by the said company.

Issued under the corporate seal of the said company the day of

A.B. }  
C.D. } Directors.

[L.S.]

#### CONDITIONS APPROVED BY THE GOVERNOR IN COUNCIL, BRISBANE, 17TH NOVEMBER, 1892.

1. Poles to be of suitable dimensions and to be not less than twenty-five feet in height, and so placed as not to interfere with telegraph poles or wires.
2. Poles to be distant one from another not more than one hundred and thirty feet.
3. Supporting wires to be not less than twenty-three feet in height above the surface of the earth.
4. Conducting and trolley wires to be not less than twenty-two feet in height above the surface of the earth.
5. Conducting and trolley wires to be insulated in a suitable manner to the satisfaction of the Postmaster-General, and so as to prevent the current being conveyed to the non-conducting poles or wires.
6. Proper precautions must be observed to the satisfaction of the Postmaster-General to prevent the falling of wires or cords; also, for protecting the trolley wires by steel guard wires running parallel to them, not less than six inches away, as a precaution against accident from the falling of telegraph, telephone, or other wires.
7. Special arrangements, approved by the Postmaster-General, to be made at crossings.
8. A second or return wire to be provided instead of using the earth as a return circuit.
9. The conducting wire to be carried at the opposite side of the respective streets or roads to that on which the telegraph or telephone lines are placed.
10. Each section to be provided with automatic devices for switching off from the power stations.



# LIST OF ELECTRIC LIGHTING CENTRAL STATIONS IN GREAT BRITAIN.

City, town, or district.	Name of company, if any.	Date of provisional order of license.	The period at which the lighting commenced.	System of lighting used, and names of makers of dynamos.	Power used.	Engines and boilers and their horse-power.	Total number of arc lamps now in use, C.P. and cost per hour.	Total number of incandescent lamps now in use, C.P. and cost per hour.	Number of arc lamps and incandescent used in street lighting.	Number of lamps added during the past twelve months.	The present arrangement for carrying out the lighting.	Present capacity in lamps of generating station.	Description of mains.	Length of mains now laid.	Cost of construction of central stations.	Percentage of the indicated engine power obtained at the terminals of the dynamo under conditions of normal work.	Coal consumption per hour for a unit, 1,000 watts delivered at dynamo terminals. Prices per ton and quality of coal.	Price per unit.	Cost of street lighting (if any) compared with gas.	Price of gas per 1,000 feet.	Name and address of engineer-in-chief.	Additional remarks.	Total cost of mains.	Total works cost per unit.	Total cost per unit, including depreciation, redemption, and management charges.	Approximate number of units generated during six months.	Number of units consumed during six months.	Yearly revenue per 8-C.P. lamp.	Average daily consumption of watts: daily output in watts for six months.
ST. AUSTELL	Yeale and Co., Ltd.	...	March, 1886	Low tension	Steam	Compound engines 170 H.P.	...	...	...	...	...	1,300 16-C.P.	Underground	...	...	...	Welsh	1s. 3d. per hour for 16 C.P.	...	4s. 6d.	J. M. Coon	Several motors are used for printing, grinding, stonemasons' work, &c.	...	...	...	...	8s.	...	
BATH	City of Bath Electric Lighting Co.	June, 1891	June 24th, 1890	Thomson-Houston for street lighting. Brush alternating for private lighting.	Steam	Babcock-Wilcox boilers, Raworth's engines 600 H.P.	10,120-C.P.	6,200 8-C.P.	84 arcs	2,200	Contract for seven years	10,000 incandescent, 200 arcs	Underground, Callender's solid system	40	£35,000	...	10lb.	6d.	Double	2s. 8d.	M. C. Olsson	...	£8,000	...	...	...	...	...	
BIRMINGHAM	Birmingham Electric Supply Co., Ltd.	August, 1889	April, 1891	Low tension Crompton dynamos	Steam	Williams and Robinson steel Lancashire type	38 arcs, 1,500-C.P.	7,900 16-C.P.	...	18 arcs, 2,700 16-C.P.	Provisional order	10,000 16-C.P., ultimate capacity 25,000 lamps	Underground, Crompton culvert with copper strip for feeders; Callender's solid system for distributing mains	6,200 yards	...	...	...	8d.	...	2s. 7d.	J. C. Vaudrey, M.I.E.E., 14, Dale End, Birmingham	...	...	...	...	...	...		
BRADFORD	Corporation	...	...	Two-wire low tension Siemens dynamos and batteries	Steam	Williams engines Lancashire boilers	...	...	...	...	...	...	...	...	...	...	...	...	...	...	R. Raiton Brown	Lamps run during summer season	...	...	...	...	...	...	
BRIDLINGTON	Local authority	...	1890	Thomson-Houston are lighter	...	Motive power hired from saw mill	18 arcs of 1,200 C.P.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BRIGHTON	Corporation	1883	1891	Two-wire low tension Golden dynamos	Steam	Williams engines and Lancashire boilers	Equal to 11,800 8-C.P.	...	8,000	...	...	8,000 8-C.P.	Underground armoured cables	4 miles	£41,000	...	Welsh, 21s.	7d.	...	2s. 9d.	Arthur Wright	...	...	...	...	107,000	...	97,000 maximum output	
BRIGHTON	Brighton and Hove Electric Light Co.	...	...	Alternating current transformers	Steam	Fowler boilers and engines	16,000 8-C.P.	...	...	...	...	...	Overhead insulated cables	14 miles	...	...	...	...	...	2s. 9d.	G. J. Philpot	...	...	...	...	...	...	...	
BUCKINGHAM	Buckingham Electric Light Co. (private)	1889	1890	Low pressure and accumulators. Two Elwell-Parker dynamos	Steam and water	20 H.P. by water, 20 by steam	3,004 16-C.P.	None	50	...	License	...	Overhead	600 or 800 yards	£1,200	No data	...	25s. per lamp per annum	4s. 6d.	Rogers and Son	...	...	...	...	...	...	...	...	
CHAGFORD	G. H. Reed	Sept. 1st, 1891	Sept. 1st, 1891	Alternating transformer (Hedgehog) Siemens Bros. dynamos	Steam	Alternating transformer	300 8-C.P.	...	30 32-C.P.	...	Contract	...	Underground, lead-covered paraffin paper insulation	1,800 yards	£14,000	75 per cent.	63 lb. Welsh	1s. to 6d. sliding scale, first year averages 7d.	Same	4s. 6d.	George Reed, The Factory, Chagford, A. H. Pitt	...	...	...	47,600	...	10s. 6d.	...	
CHILMSFORD	Crompton and Co.	1890	May 14th, 1890	Alternating current and continuous are lighting	Steam	Multi-Lancashire and Paxman boilers, Williams engines	19 10-ampères	1,500 private, 1,000 street, 8-C.P.	19 arcs, 250 32-C.P. in.	1,000	Board of Trade license	4,000	Overhead and underground	14 miles of street	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
COWPEN QUAY and WATERLOO, BLYTH	Sanderson and Co.	...	...	Brush arc lamp in series	Steam	Babcock boiler, Chandler engine	19,200-C.P.	Only nine in station	19 arc lamps	...	Contract for five years	25 lamps of 2,000-C.P.	Overhead fluid insulator	About 4 miles	£2,900	Stated to be 85 per cent.	14 lb., 6s. per ton	...	3s. 9d.	R. S. Mytton	This company does street lighting only	...	...	...	...	...	...	...	
DUBLIN	Corporation	1890 and 1892	September, 1892	High tension alternating for incandescent direct for arc currents	Steam	3 compound engines of 350 H.P.	80 arcs of 1,200-C.P.	1,200 16-C.P.	80	...	...	10,000 8-C.P.	Underground vulcanised rubber in cast-iron pipes	20 miles	£31,000	...	Welsh	7d.	...	3s.	M. Ruddle	...	...	...	...	110,000	...	10s.	...
EASTBOURNE	Eastbourne Elec. Light Co. mpany	1891	Feb., 1892	Lowrie-Parker alternators and Lowrie-Hall transformers in parallel, transforming from 1,800 to 100 in consumers' houses. Series circuit for arc lighting; Brush are machines	Steam	Lowrie-Parker alternators and Lowrie-Hall transformers in parallel, transforming from 1,800 to 100 in consumers' houses. Series circuit for arc lighting; Brush are machines	20 2,000-C.P.	7,000 8-C.P.	16 arc lamps	1,000	License	4,500 16-C.P.	Underground insulated cables drawn into cast-iron pipes	9 miles	...	70 per cent.	9 lb., Best Welsh, 23s. per ton	9d.	...	9d.	H. W. Wilkinson, Central Station, Eastbourne Electric Light Company	...	...	...	...	...	...	...	...
EXETER	Exeter Electric Light Co.	1891	September, 1891	High tension alternating (Thomson-Houston)	Steam	Two compound horizontal non-condensing 120 H.P., each by Fowler; and two Westinghouse triple expansion of 25 H.P.	35 of 1,200-C.P.	4,000 8-C.P.	None	1,300 8-C.P.	Provisional order	7,000 8-C.P.; 60 arcs	Fowler-Waring underground cable (concentric)	About 9 miles	£16,000	Over 85 per cent. at full load	10s lb. Nixon's Navigation	7d., or by contract, 1s. per C.P.	3s. 1d.	T. P. Wilmshurst, Electric Light Station, Exeter	...	£4,000	24d.	6d.	55,000	...	8s. by contract, 11s. by meter	114,000 maximum load	
FAREHAM	Fareham Electric Light Co., Ltd.	...	September 1st, 1890	Thomson-Houston	Steam	Two compound horizontal non-condensing 120 H.P., each by Fowler; and two Westinghouse triple expansion of 25 H.P.	21 1,200-C.P.	92 20-C.P., 320 16-C.P.	20 arcs; 90 incand.	...	Contract for three years	...	Overhead and underground	16 miles	£5,000 (with mains)	...	Welsh	1s. per C.P. per annum	3s. 9d.	...	...	...	...	...	...	...	...	...	...
GALWAY	Galway Electric Co.	1890	June, 1889	Low tension, Crompton and Statter dynamos	Water power	2 100-H.P. Hercules turbines, 12-foot fall	2 2,000-C.P. 14d. per hour	340 8-C.P., 2 500-C.P., 3 200-C.P., 3d. per hour	Two arcs	150 8-C.P.	Provisional order	3,000 to 4,000 8-C.P.	Underground and overhead	4 miles	...	...	...	...	5d.	5s. 9d.	J. E. Pearce, Electric Light Co., Galway	Meters being put in, 8d. per unit	...	...	...	...	16,000	...	20,000
GLASGOW	Corporation	...	...	Low pressure three-wire	...	Williams engines	...	...	...	...	...	12,900	Bare copper in culverts	...	...	...	...	7d.	...	2s. 9d.	W. Arnot	...	...	...	...	...	...	...	
HALIFAX	Halifax Mutual Electric Light and Power Supply Co., Ltd.	None	January, 1889	Low tension, two-wire, 110 volts. Blaney, Emmott, and Co.'s dynamos	Steam	Two Lancashire boilers, 150 H.P.	80 2,000-C.P. (10d.)	400 16-C.P.	None	100 16-C.P., 10 arcs	...	2,000 lamps of 8-C.P. At present fully loaded	Overhead wires	10 miles	...	...	...	8d., or by contract	2s. 2d.	Managing Director W. Emmott	...	...	...	...	...	...	...	...	
HASTINGS	Hastings and St. Leonards Electric Light Co.	...	...	Alternate current transformer, Morley	Steam	Brush	...	4,000 8-C.P.	...	...	...	...	Underground	30 miles	...	...	...	9d.	...	3s. 9d.	E. T. Mervier	...	...	...	...	...	...	...	
KESWICK	Keswick Electric Light Co.	No Provisional order	Sept. 1st, 1889	Alternate current transformers (Kapp 30 amp. made by Johnson and Phillips)	Water	Turbines (Victor) 63 H.P.	1 300-C.P. 1s. per hour	730 17-C.P.	...	...	Contract	...	Overhead on Johnson and Phillips fluid insulators	...	...	...	...	1s. per C.P. per annum	4s.	W. B. Rice, engineer in charge	...	...	...	...	...	...	...	...	
LIVERPOOL	Liverpool Electric Supply Co.	1889, 1891, and 1892	1883	Direct current, 110 volts, Siemens and Crompton dynamos	Steam	Williams engines, Lancashire boilers	20 1,000-C.P. to 2,000-C.P. each	18,000 16-C.P.	None	2,000 16-C.P.	Provisional orders	37,000 16-C.P.	Underground Callender system	50 miles	...	...	...	7d.	...	3s.	A. Bromley Holmes	...	...	...	...	350,000	...	...	...
LONDON DISTRICTS—BELGRAVIA and PIMLICO	Westminster Electric Supply Corporation	August 26, 1889	March 2nd, 1891	Generation at 200, and distribution in two parallel of 100 volts each. Battery in parallel with 200-volt dynamo, Crompton and Siemens dynamos	Steam	Williams and Davey-Paxman engines, Davey-Paxman "Economic" boilers and Fraser of same kind. Total I.L.P. 750 (not yet condensing)	Total three stations 38,320 8-C.P.	None	...	...	Provisional order	30,800 8-C.P.	Underground copper in Kennedy type culverts. Insulated cable in Callender conduit	Total length of streets in which mains have been laid, 8.8 miles	...	No data	57 for December	7d. per Board of Trade unit	3s.	Prof. A. B. W. Kennedy, F.R.S., M.I.C.E.	...	...	...	...	...	...	...	...	
CHILSEA parish and a portion of KENSINGTON parish	Chelsea Electricity Supply Co., Ltd.	Sept. 1886, for Chelsea; Aug. 1889, for Kensington	September, 1889	Low pressure and secondary batteries (H.P.) in sub-stations with continuous current motor transformers, constant pressure at feeding points. Elwell-Parker dynamo	Steam	Williams and Robinson G.G. engines 80 H.P., two Williams and Robinson H.H. engines 125 H.P., Babcock and Mill's boilers	Two	35,000 8-C.P.	None	8,000 8-C.P.	Provisional order	40,000 8-C.P.	Underground Callender-Webber bitumen concrete conduits and Callender's bitumen cable. Drawing in system and feeding points	About 20 miles	...	No data	Welsh	8d. per Board of Trade unit	3s. 1d.	Frank King	...	...	...	...	...	...	...	...	
ST. JAMES'S, WESTMINSTER	St. James's and Pall Mall Electric Light Co., Ltd.	License, 1888; provisional order 1890	April 4th, 1889	Three-wire continuous low-pressure currents from dynamos by Siemens Bros. and Latimer Clark, Muirhead	Steam	Williams engines, 3,300 indicated H.P., six Davey-Paxman loco-boilers, 3,600 effective H.P.	About 50 scattered over the district	45,000 8-C.P.	...	8,000 8-C.P.	Provisional order	60,000 8-C.P., 100,000 wired	Underground bare copper strip on porcelain insulators in iron culvert armoured cable, iron pipes and vulcan. rubber services	8 miles, including services and small cable runs	...	Over 80 per cent.	Average of 7 lb. throughout the year (1891) Welsh	7d.	3s. 1d.	Sydney T. Dobson, A.M.I.C.E., of Mason's Yard, Duke Street, St. James's	...	...	...	...	...	...	...	...	
KENSINGTON	Kensington and Knightsbridge Electric Lighting Co., Ltd.	Licenses and provisional orders obtained, 1887 and 1888	Jan., 1887	Low tension with secondary batteries, Siemens and Crompton and Co., dynamos	Steam	Williams engines, 1,800 H.P., Babcock boilers, 2,180 H.P.	...	40,039 8-C.P.	...	9,203 8-C.P.	Provisional order	56,805 8-C.P.	Underground copper strip in culvert and Henley's cable in iron pipes, three-wire and feeder systems	11 miles and 700 yards	...	83 per cent. full load, 76 per cent. half. Mean 81 per cent.	Best in any one month, 65 lb. Welsh	8d., with rebate to large consumers according to scale	3s. 1d.	R. E. Crompton, Manston House Buildings, E.C.	...	...	...	...	...	...	...	...	
LONDON	Electric Supply Corporation	1889	1889	High tension, 10,000 volts, Ferranti	Steam	Hick Hargreaves	85	47,000 16-C.P.	...	16,000	...	100,000	Underground concentric	70 miles	...	...	Welsh, 15s. 6d.	7d.	2s. 6d. and 3s.	P. Walter d'Alton	...	...	...	...	...	...	...	...	
LONDON	Metropolitan Electric Supply Co., Ltd.	...	...	Low pressure, continuous moderate pressure	...	...	...	126,000 of 8-C.P.	...	...	...	...	Underground	...	...	...	...	7d.	...	...	...	...	...	...	...	...	...	...	...
ST. MARY ABBOTS, KENSINGTON	House to House Electric Supply Co., Ltd.	1889	March, 1889	Alternating current transformer system. Lowrie-Hall	Steam	Compound horizontal engines and water tube boilers, about 1,100 H.P. total	25,000 10-C.P., about 1s. 4d. per hour	None	4,000 10-C.P.	Provisional order	30,000 8-C.P. lamps installed	Underground in cast-iron pipes	26 miles	...	...	No data	Anthracite	8d., subject to discount	...	Albert Gay	...	£18,800	...	...	...	...	...	...	...
ST. MARTINS-IN-THE-FIELDS	Electricity Supply Corporation, Ltd.	...	October 26th, 1890	Direct current, low tension, 100 volts. Mather and Platt dynamos	Steam	Williams and Robinson 1,600 H.P.	10 2,000-C.P.	25,000 8-C.P.	None	15,000 8-C.P.	Provisional order	45,000 8-C.P.	Underground Callender cables run in Callender bitumen casing	14 miles	...	No data	...	7d.	3s. 1d.	H. A. Earle, Mather and Platt, 18 Victoria Street, S.W.	...	...	...	...	...	...	...	...	
MAYFAIR	Westminster Electric Supply Corporation, Ltd.	August 26th, 1889	March 24th, 1891	This station is still working on two-wire system with batteries in parallel with dynamos, but is about to be changed over. Elwell-Parker and Crompton dynamos	Steam	Williams engines, Paxman "Economic" boilers, and similar boilers by Fraser, Total 1,660 H.P., non-condensing	About six arcs	None	...	...	Provisional order	62,500 8-C.P.	Underground copper in Kennedy type culvert. Insulated cable in Callender conduits	Total length of streets in which mains have been laid, 9.5 miles	...	No data	...	7d.	3s.	Prof. Kennedy	...	...	...	...	...	...	...	...	
NOTTING HILL	Notting Hill Electric Light Company	...	May, 1891	Direct current Crompton's dynamos	Steam	Williams engines, Babcock and Wilcox boilers	Seven	10,000 8-C.P.	...	2,500	Provisional order	20,000	Underground, three-wire system	8 miles	£20,000	75 per cent.	Between 8 and 9 lb.	8d.	3s. 1d.	George Schulz, Central Station, Bulmer Place, W.	...	...	...	...	...	10s.	...	...	
ST. PANCRAS	Electricity department of the Vestry	1883	Nov. 9th, 1891	Continuous current 110 volts, three-wire system. Kapp's multipolar dynamos	Steam	Williams triple expansion engines, Babcock and Wilcox boilers	...	11,000 16-C.P.	86 arcs being erected	8,000	Provisional order	10,000 16-C.P., 90 arcs	Underground culvert. Bare copper strip on insulators	5 1/2 miles	£92,000, including mains	No data	...	6d.; and 3d. for day supply	2s. 9d.	J. T. Baron, M.I.E.E., Vestry Hall, St. Pancras	...	£34,894	...	...	...	...	...	...	
WESTMINSTER	Westminster Electric Supply Corporation, Ltd.	Aug. 26th, 1889	Nov. 11th, 1890	Generation at 200 volts and distribution in two parallel of 100 volts each; batteries in parallel with 200-volt dynamos, Golden, and Mather and Platt	Steam	Williams engines, Babcock boilers, total I.L.P. of engines 1,120 (not yet condensing)	About a dozen arcs	None	...	...	Provisional order	45,000 8-C.P.	Underground. Copper in culverts and insulated cable in pipes and casing	Total length of streets in which mains have been laid, 4.8 miles	...	No data	...	7d.	3s.	Prof. A. B. W. Kennedy	...	...	...	...	...	...	...	...	
LYNTON	Hans H. Benn	...	...	Alternate current transformer	Water	C. L. Hett's turbine	...	1,200 8-C.P.	378 C.P.	...	...	...	...	...	...	...	...	...	...	...	Hans H. Benn	...	...	...	...	...	...	...	...
NEWCASTLE	Newcastle and District Electric Lighting Co., Ltd.	...	...	Alternate current transformer	Steam	Parsons's turbines	...	10,500	...	...	License	Ultimate capacity will be 50,000	Underground	...	...	...	...	4 1/2d.	1s. 9d.	W. O. Hunter	...	...	...	...	...	...	...	...	
NEWCASTLE	Newcastle Electric Supply Co.	1890	1890	Alternate current transformer 2,000 volts, Morley	Steam	Robey engines, Lancashire boiler	...	14,396 8-C.P.	...	...	...	...	Underground concentric cables	10 miles	...	46 per cent.	21 lb. steam coal 5s. 10d.	4 1/2d.	1s. 10d.	...	...	...	...	29d.	...	327,821	244,470	...	...
NORTHAMPTON	Northampton Electric Light and Power Co., Ltd.	1890	March, 1891	Direct current low tension, Crompton dynamos	Steam	Three Scott and Hodgson's compound engines, 120 H.P. each; two Daniel Adamson Lancashire boilers, 120 lbs. steam	20 from 5 to 20 ampères	4,000 8-C.P.	7 100-C.P.	1,000 8-C.P.	Provisional order	7,000 8-C.P.	Crompton's underground mains	2 miles	£7,000	No data	Hard Steam, 12s. 9d.	9d. a unit, subject to 10 per cent. discount	2s. 4d.	B. E. Beale, Angel Lane, Northampton	...	...	...	...	30,000	...	...	...	...
NOTTINGHAM	Muirhead and Co.	...	March, 1891	Low tension, Clark, Muirhead and Co.	Steam	Marshall and Co.	4 arcs, 2,000-C.P.	600 16-C.P.	...	200	License	570 16-C.P.	Overhead wires	1 mile	£3,000	...	10s. 3d.	7d. or 30s. per 16-C.P. per annum	2s. 6d.	J. Parr	...	...	...	...	...	...	...	...	
OXFORD	Oxford Electric Light Co.	...	June, 1892	H.T. continuous Parker dynamo motor generator transformers at sub-stations	Steam	Triple expansion surface condensing engines, locomotive boilers	161 2,000-C.P.	5,000 8-C.P.	16 arcs	All since June, 1892	P.O.	15,000 8-C.P.	H.T. Silvertown, L.T. Callender's lead-covered	8 miles L.T., 7 miles H.T.	...	...	Welsh	...	...	...	...	...	...	...	...	...	...	...	...
PRESBOT	British Insulated Wire Co.	...	September, 1892	Brush alternating system	Steam	Raworth, Browett, and Tanky	12 2,000-C.P.	1,600 12-C.P.	12 arcs	...	...	5,000	Underground B.I.W. system	12 miles	£7,000 approximate	80 per cent.	Steam coal	7d.	4s. 8d.	...	...	...	...	...	...	...	...	...	...
PRESTON	National Electric Supply Co., Ltd., Preston	1890	October, 1890; temporary plant	Three-wire low tension system, Latimer Clark, Muirhead, and Co.	Steam	Bellis compound	Fifty	6,000 8-C.P.	...	3,000 8-C.P.; 30 arcs	...	30,000 8-C.P.	Underground 3-wire	5 miles	...	...	15 per cent. discount if paid within 21 days	...	...	...	...	...	...	...	41,000	40,000	10s. 6d. to 15s. 6s. 8d.	100,000 daily output	
READING	Laing, Wharton, and Down Syndicate	...	March, 1889	Thomson-Houston	Steam	Two Browett-Lindley 25 H.P. and Westinghouse, one at 60 H.P., one at 25 H.P.	71 arcs of 1,300-C.P.	600 8-C.P.	None	...	Agreement with Corporation	Plant fully loaded	Overhead	4 1/2 miles	...	No data	Coke	Arc by contract. Incandescent by meter	3s.	...	...	...	...	...	...	...	...	...	...
SHEFFIELD	Sheffield Electric Light and Power Co.	...	...	Alternate current transformer	Steam	...	...	...	...	...	...	6,000 8-C.P.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
SOUTHAMPTON	Southampton Electric Light Co.	1890	May, 1891	Low tension three-wires with batteries, Crompton dynamos	Steam	Two Marshall boilers, 20 and 40 N.H.P.; one Robey 40 N.H.P. engine; Williams 60	13 arcs	2,500 8-C.P.	None	1,500	License	2,700 8-C.P.																	



## APPENDIX C.

## REPORT AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS.

In pursuance of the instructions of the Honourable the Delegates assembled in Conference, we have carefully considered the questions remitted to us, and have to report, as follows :—

## \* 2. P. AND O. AND ORIENT CONTRACT, 1895.

The present contracts held by the P. and O. and Orient Companies will expire on the 31st January, 1895.

The total subsidy paid is £170,000 per annum, of which the sum of £95,000 per annum is paid by the Imperial Government and £75,000 by the colonies of New South Wales, Victoria, South Australia, Queensland, Tasmania, Western Australia, and Fiji, the colonies contributing on the basis of population.

The following were the amounts paid by the colonies for the year 1891 :—

	£
New South Wales	26,767
Victoria	26,595
Queensland	9,425
South Australia	7,483
Tasmania	3,506
Western Australia	1,224

In view of the necessity for speedy and regular communication between the United Kingdom and Australasia, we are of opinion that the system of subsidies should be continued, and the Mail Service maintained by the United Kingdom and the Colonies as at present.

We recommend :—

That New Zealand be invited to join in the service.

That the London Post Office be invited to call for tenders on conditions approved by the colonies, from *bonâ fide* English companies (to be performed by one company or by two, in the latter case running alternatively, as at present), but before accepting any tender that all tenders be submitted to the colonies.

The following to be some of the principal conditions :—

That the term be 7 years.

That it be a stipulation that greater regularity in the time of the arrival of mails be insisted upon, as under the present arrangement of alternately slow and fast vessels the equal weekly interval is destroyed.

That the time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days. The accompanying Return (see Appendix A) shows the times occupied by the steamers of the two companies from Brindisi and Naples to Adelaide during the year 1892, the average time taken having been from Brindisi, 28 days 17 hrs. 20 min., and from Naples 28 days 22 hours 26 min.

That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Albany both ways, the outward steamers to stay at that port not less than six hours.

That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian colonies or any of them.

That in any future contract the term "mails" shall be held to include parcels, but the parcels to be conveyed wholly by sea as at present.

That the steamers call at Colombo both ways.

That it should be a condition of the new ocean mail contract that the steamers should be required to afford all conveniences for the carriage of frozen meat, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same.

That the other general conditions of the present contracts be adhered to.

In view of the fact that whilst the mails from Australasia are carried by the accelerated train through Italy and France those by Orient steamers are carried by ordinary mail train, the time occupied being about the same in each case, we recommend that the accelerated train service be abolished as decided at the Adelaide Conference of 1890, especially as out of the postage of 2½d. per ½oz. letter, 1½d. has to be paid for the Continental transit by such trains against ¾ of 1d. by ordinary trains.

That the sea-transit rates collected from other countries or colonies making use of the service be placed to the credit of the subsidy, together with any fines that may be inflicted, the balance of the subsidy to be apportioned between the United Kingdom on the one part and the contracting colonies collectively on the other part, on the basis of the amount of mail matter they respectively despatch, the colonies, parties to the contract, to apportion their contribution on the basis of population as at present.

That

\* Amended by Conference, see page 63.



That clause 7 of the P. and O. contract be amended in regard to the conveyance of the Indian-China mails connecting at Colombo. Should it be deemed necessary for the Australian steamers to carry mails in connection with the new contract between Colombo and Brindisi, we consider the Postal Union rates should be paid by the countries despatching those mails, such rates to be dealt with in manner provided for above.

That the day of departure from Adelaide be Thursday, at 1 p.m., reaching Albany in 72 hours.

It is necessary that early steps be taken to confer with the Imperial Government on the subject of the new contracts, in order that tenders may be invited with as little delay as possible.

### 3. FUMIGATION OF MAILS AT FIRST AUSTRALIAN PORT AT JOINT EXPENSE.

We are of opinion that any fumigation of mails should be at Adelaide, and not at Albany, the first port of arrival. If a thorough fumigation is considered advisable it would be necessary to open the 700 or 800 bags, containing about 250,000 articles, arriving by each steamer, to untie the bundles, and fumigate each article. It is hardly needful, however, to point out that such a course as this would probably delay the mails 48 hours, to say nothing of the large expense in providing a staff for opening, retying, and reclosing the mails, the beneficial results as a preventative being, as we understand the opinion of many medical officers, very doubtful.

### 7. POSTAL UNION.

#### (a) (1) Newspaper rates, and (2) printed paper rates to the United Kingdom—

As it is imperative under the Postal Union Convention that newspapers exceeding 4 oz. in weight should bear an additional rate of postage,

we recommend that from the 1st July next the rate to the United Kingdom be—

Each newspaper not exceeding 4 oz.	...	...	...	1d.
Every additional 2 oz. or fraction thereof	...	...	...	$\frac{1}{2}$ d.

#### (b) Proposal by Italy, paragraphs 3 and 4, Article 19 of Detailed Regulations, as to deterioration of articles sent as samples—

Italy proposes that the following paragraph be inserted between Nos. 3 and 4 as paragraph 4—

“Articles of an intrinsic value must be defaced in such manner as to make them lose their mercantile value.

“Provided, however, that odd articles which taken singly would have no appreciable value, as also articles of insignificant value clearly sent as specimens, may be despatched in perfectly sound condition, when any defacement whatever would make them lose their character of type or specimen which is the cause of their being forwarded.”

We recommend the adoption of this proposal. Present No. 4 paragraph to be No. 5.

#### (c) Proposal by Italy, Article 16 of Convention, subsection (a), *re* transmission of coin, &c., also alteration No. 2 of paragraph 3, same Article—

Proposed to substitute for section 2:—“It is forbidden—

- “(1) To insert in ordinary correspondence coin, gold, or silver bullion, precious stones, jewellery, and other precious articles, as well as articles of all descriptions liable to Customs duty.
- “(2) To insert in registered correspondence gold or silver bullion, precious stones, jewellery, and other precious articles; but only in case their insertion or transmission is forbidden by the legislation of the countries concerned.”

We recommend the adoption of this proposal.

#### (d) Proposal by France, Article 16 of Convention, paragraph No. 1, subsection (a), *re* manuscript correspondence in commercial papers, &c.

Proposed that subsection (a) of Article 16 of Vienna Convention be modified as follows:—

“(a) Commercial papers, samples and printed papers which are not prepaid at least partially, or which contain letters or manuscript notes having the character of actual or personal correspondence, or which are so fastened as not to permit of an easy verification of their contents.”

We recommend that this be adopted.

#### (e) Vote required *re* proposition by United States concerning articles of natural history—

We recommend the adoption of the proposal of the United States, that in subsection 4 of Article 19 of Detailed Regulations, after the words “Live bees,” to insert “Specimens of Natural History.”

And to add a new subsection, No. 5, to read as follows:—

“Natural History specimens, such as dried insects and cocoons, shells, botanic and geological specimens, must be sent for non-commercial purposes, and must be packed in accordance with the general conditions attaching to samples of merchandise.”

But that the extension proposed by France to insert “silkworms’ eggs” be not agreed to, for the reasons that silkworms’ eggs are articles of value, and can be sent at a slightly increased cost by letter or parcel post, and it is undesirable to further extend the concessions under the packet regulations.

(f) Correspondence

(f) Correspondence *re* fraudulent stamps—

Queensland and South Australia have, by legislation, already provided for a compliance with Clause 18 of the Principal Convention with regard to fraudulent stamps, and it is recommended that the other colonies should introduce similar provisions in any future Postal Bill.

(g) Proposal by Holland, sub-paragraph (m), Article 18, of Regulations, *re* requisitions to libraries—

We recommend that subsection (m) of Article 18 of Regulations be modified as follows :—

To add after the word “communications,” the following : “The front of the card form is exclusively reserved for the address.”

(h) Proposal by Italy, section 3, Article 11 of Convention, and section 3, Article 6, of Regulations *re* “open sea” letters—

That while we approve of the proposal by Italy as follows, that to paragraph 3 of Article 6 of Regulations be added :—

“When necessary that office—*i.e.*, the office in which the correspondence is delivered—to mark this correspondence independently of its ordinary date stamp with a stamp or impression of the word “Packet-boat,” an indication which may also be made thereon in writing,”—

we propose that future Conventions should provide that correspondence posted at port of arrival should bear the postage stamp of the country at which the letter was actually posted, and not of the country to which the ship belongs.

(i) Proposals by France and Russia, paragraph 4, Article 18 of Regulations, *re* writing on newspaper cuttings—

The Russian Office proposes that to subsection (c) of paragraph 3 of Article 18 of Postal Union Regulations the following be added :—

“To add, in writing or by a mechanical process, to passages cut from newspapers or other periodical publications, the title, date, number, and address of the publication from which the article is extracted.”

France proposes to add as follows :—

“To indicate, by writing, at the head of passages cut from newspapers or other publications, the title, date, and address of the newspaper from which the article is extracted.”

We recommend that the Russian proposal be accepted.

(j) Article 9 of Convention, and 30 of Regulations, *re* correction of address—

With regard to Article 9 of Postal Union Convention, and 30 of Regulations, the question of withdrawal, etc., of correspondence was considered at the Hobart Conference in 1892, when the decision arrived at by the heads of departments, viz., That the present practice under which a letter can be returned to the sender by warrant of the Governor or Minister, as the case may be, answers every purpose, was confirmed.

We recommend that the Berne Bureau be informed in reply to letter of 25th June, 1892, that in every case in which a Union office prefers a request for the return of a letter or the alteration of an address the necessary authority of the Governor or the Minister, as the case may be, will be obtained.

The request should be made to the Central office.

## (k) Commercial papers, articles grouped together—

## (l) Surtaxes—Article 5 of Convention—

(m) *Re* simplification of general statistics—

} We have no recommendation to make under these heads.

(n) *Re* England to continue to pay for actual weight instead of according to statistics—

We recommend that the London Post Office should be asked to continue to settle, so far as the Australian transit rates are concerned, on the actual weight instead of statistics—the settlement being made every three months as at present.

(o) German proposal *re* Tientsin (Article 38 of Regulations)—

The German Office proposes the following alteration of Clause 1 of Regulation 38 :—“The German post offices established at Apia (Samoan Islands), Shanghai, and Tientsin (China), as subordinate to the postal administration of Germany.”

We recommend that this proposition be agreed to.

NOTE.—In connection with Postal Union Questions, we desire to add that in view of a letter received from the Berne Office it is necessary for the colonies to extend the limit of weight generally on packets of samples from 8 oz. to 10 oz., except when higher limit exists by mutual arrangement, and on packets of commercial and printed papers, from 4 lb. to 5 lb.

## 8. INDIA, LIMIT OF SIZE, &amp;C.

We propose to agree to exchange with India packets of commercial and printed papers up to 5 lb. and samples up to 12 oz.

## 9. INDEMNITY FOR LOSS OF REGISTERED LETTERS.

We propose that the recommendation of the Hobart Conference be adhered to as regards declining to adopt the provisions of the Convention, and providing for a responsibility to the extent of £2 on the loss of a registered article. The Queensland Act, however, provides for this indemnity.

## 10. ACKNOWLEDGMENT

## 10. ACKNOWLEDGMENT OF RECEIPT.

## (a) Procedure, if not paid for—

We recommend that persons making inquiry as regards the delivery of registered letters should be called on to pay the fee of 2½d., provided for the acknowledgment of receipt, such fee to be refunded in the case of any delay in delivery being attributable to the Post Office.

## (b) The General Post Office of each Colony to act as intermediary for transmission of acknowledgment of receipts—

We recommend that the General Post Office of each Colony, or the office of exchange, be the intermediary for the acknowledgment of receipts.

## (c) Acknowledgment of receipt. Proposal by France—"That details be given by the office of origin, &amp;c."—

We recommend that the old system, in force prior to the Vienna Convention, under which the form of acknowledgment of receipt was filled up by the office of despatch, should be reverted to.

## 11. INTERCOLONIAL CONVENTION (DRAFT).

We recommend that the further revision of the draft Intercolonial Convention be postponed until the postal laws of all the colonies permit of its being adopted; but we would point out that this Convention—which was, in the first instance, agreed to several years since—has remained in abeyance owing to want of legislation on the part of some of the colonies; and we would urge that no further avoidable delay should take place in procuring the necessary amendment of the law where required, so as to bring into force a measure which will be productive of great public convenience.

## 12. PARCEL POST.

## (a) Transit Rates (sea)—

It was agreed at the Hobart Conference of 1892 that communication be opened with the steamship companies for a reduction to 1d. per lb. or less.

The present Conference has already proposed to include the conveyance of parcels by ocean contract steamers without any extra payment.

We consider that the transit rate of 2d. per lb. now paid between Sydney or Melbourne to New Zealand or Tasmania is too high, and we recommend that the Victorian Postal Department be requested to endeavour to obtain lower rates.

We notice that in the Queensland Act, section 61, provision is made for a payment of 1s. for every 28 lb. weight of parcels.

## (b) Transit Rates (land)—

We recommend the adoption of the following proposal by New Zealand:—"That Victoria, New South Wales, and Queensland should receive parcels from New Zealand for Eastern Countries, and forward them with their own parcel mails, New Zealand to reciprocate in connection with parcel mails from the other colonies for the South Sea Islands. The rates to be reduced as far as practicable."

## (c) Extension to New South Wales and United States of America—

It is reported that New South Wales has provided in a Postal Bill for the extension of the parcel post intercolonially and inland, and it is hoped that the measure will soon become law.

We recommend that negotiations be opened with the United States of America with the view to the introduction of the parcel post between the United States and the Australian colonies.

## (d) Collection of Customs duties at every parcel post office—

It is recommended that the practice which obtains of collecting duty on parcels at the port or place of arrival should be continued.

## (e) With United Kingdom—

New Zealand suggests that London be requested to modify the agreement between the United Kingdom and the other colonies, so as to secure a uniform standard, preferably that of Queensland, which provides the same British inland rate on foreign as on English parcels.

We recommend that the present system be continued.

## (f) Without names of senders (unclaimed)—

We recommend that the rules now in force be continued. This matter is fully provided for in the Intercolonial Draft Convention, sections 15 and 20 of Article 21.

## (g) Insurance (rates, &amp;c.)—

We propose that the recommendation of the Hobart Conference of 1892—namely, that the system of insurance and compensation be not adopted—be adhered to.

## (h) Postal Union system (intercolonially)—

New Zealand suggests the application of Parcel Post Union principles intercolonially.

We recommend that this be disagreed to.

## 13. EXPRESS POSTAL DELIVERY.

We consider that the objections raised at Hobart to the system still exist

## 14. LETTER

## 14. LETTER CARDS.

We have considered the question of the introduction of letter cards inland and intercolonially, but are unable to arrive at a unanimous agreement.

The Representatives of New South Wales and South Australia proposed a 1½d. card, which was disagreed to.

The only colony which uses letter cards is Victoria, where they are charged for at the rate of 1s. 3d. per doz., or 1½d. each, their face value being 1d.

## 15. SENDING UNMARKED STAMPS TO BERNE.

We recommend that all stamps sent to the Berne Bureau be cancelled, or marked "specimen."

## 16. RECONSIDERATION OF PACKET RATES.

The Representatives of the New South Wales and Victorian Departments proposed that packets containing purely printed matter should be exchanged at a rate of ½d. per 2 oz. with a minimum charge of 1d., but it was decided by a majority that the present rates be continued intercolonially.

## 17. UNIFORMITY OF STATISTICS IN ANNUAL POSTAL REPORTS.

It is suggested that the Sydney Office be requested to prepare forms of statistics, with a view to uniformity in the Annual Reports of the Departments of the various Colonies.

## 18. TELEGRAPH MONEY ORDERS.

At the Melbourne Conference of August, 1892, Victoria, New South Wales, and South Australia only being represented, it was agreed to adopt the following regulations in addition to existing precautions:—

"(1) That money order telegrams should be numbered consecutively, and in transmitting the advice the number should appear as a prefix in the body of the message.

"(2) That they should be transmitted through the Chief Office, which, after verifying the number, should advise the paying postmasters.

"(3) Postmaster or officer in charge to be held personally responsible for every money order telegram transmitted from his office.

"(4) Postmaster on no account to allow any operator or officer in the Department unattached to his office, or even his own officers when off duty, to have access to the instrument."

Since then Mr. Edgar of the Melbourne Office, and Mr. Doak of the Sydney Office, have furnished valuable suggestions which are appended, marked *A* and *B*.

As the matter is one which presents considerable difficulty, we recommend that it be remitted for further consideration to the Post Offices of the various Colonies.

## 19. CLASSIFICATION OF INTERCOLONIAL CORRESPONDENCE ON UNION LINES (BOOK AND PACKET POST).

Each colony is doing this as far as possible.

## 20. INTERCOLONIAL LETTER BILLS (WHETHER TO BE RETAINED AT OFFICE OF DESTINATION).

We recommend that the present practice be continued.

## 21. VERIFICATION CERTIFICATES (INTERCOLONIALLY).

We recommend continuance of present practice.

## 22. SYSTEM OF SURCHARGING INTERCOLONIALLY (FRANCS AND CENTS).

We propose that the present system of marking in British money be adhered to.

## 23. COMMERCIAL PAPERS, PRINTED PAPERS, AND SAMPLE POST (EXCHANGED INTERCOLONIALLY).

(a) Detention when unpaid, &c.—

We recommend that the proposal (No. 3) in the Draft Intercolonial Postal Convention be adhered to.

(b) Extension of weight and dimensions—

We propose that no alteration be made, as the Parcel Post meets all requirements.

(c) Inland sample rate on ordinary articles (question of extending intercolonially)—

&

(d) Samples of gloves, boots, &c., at sample rates without being unpaired—

It is customary in all the colonies except New Zealand to exchange all articles of merchandise not exceeding 16 oz. in weight, and we recommend that New Zealand adopt same.

(e) Travellers' cards—

It is considered these should be paid for at letter rate unless entirely printed.

(f) Minimum rate for printed papers—

See No. 16.

(g) Minimum

## (g) Minimum number of circulars by chromography—

We propose to adhere to the number at present allowed (20), as provided by Article 11 of Draft Australian Convention.

## (h) Magazines as newspapers in Victoria—

We recommend that the definition of a newspaper as given in Article 10 of the Draft Australian Convention be strictly adhered to so far as present legislation of the colonies permits, and in view of the great importance of uniformity, we suggest that where fresh legislation is needed to secure this desirable result, it should be obtained as early as possible.

## (i) Bulk parcels of newspapers, departure from regulations by Victoria—

We recommend that no departure be made from the regulations as laid down in Article 2 of the Draft Australian Convention, which provides that no parcel of newspapers pass at bulk rates if it contains less than four (4) newspapers.

## (j) Postage on invoices bearing printed communications—

\* Several forms of invoices and accounts containing printed communications of various kinds were submitted for the consideration of the Committee, who gave their opinion upon each; and whilst under the rule which permits of accounts being sent at packet rates, we cannot exclude ordinary trade notices, such as the following:—

“All empties returned must be advised.”

“When remitting please return the statement to be receipted.”

“Terms cash, in advance.”

“Inspector of British and Foreign newspapers, &c.”

“Terms 2½ per cent. discount on cash.”

We are of opinion that any printed or written memorandum detached from the invoice or account cannot be admitted even if in the foregoing terms.

## 24. UNCLAIMED LETTERS, &amp;c.

## (a) Intercolonial detention—

We recommend that the course recommended at the Hobart Conference, page 23, item 22, be adhered to.

## (b) Special request letters returnable direct to senders—

We recommend that present practice be continued.

## 25. SEA TRANSIT RATES.

## (a) Between Australia, Tasmania, and New Zealand, on foreign mails (proposed reduction from ½d. per letter and 8s. per cwt. to Union rates)—

Consideration deferred until the laws of some of the colonies are altered, which laws provide for a fixed charge.

## (b) On mails from New Zealand landed at first port in Australia for further conveyance to destination—

New Zealand has only to pay when mails go beyond Australia.

26. FRANCE'S PROPOSAL *re* “ROUND THE WORLD” LETTERS.

We quite concur with the French Office that it is not the function of the Post Office to undertake the duty for the sole purpose of satisfying curiosity of sending letters round the world to fictitious addresses with the view to ultimately coming back to the senders, and we recommend that letters so posted be returned to the senders when practicable.

## 27. POSTAL NOTE SYSTEM WITH THE UNITED KINGDOM.

The London Office having absolutely refused to exchange postal notes with Australia, we have no recommendation to make.

28. SPECIAL TRAINS FROM ADELAIDE WITH ENGLISH MAILS (*re* PAYMENT).

This is a matter which concerns only the Departments of Victoria, New South Wales, and Queensland, and we advise it be left to the Victorian Department to correspond on the subject.

## 29. DEMONETIZATION OF STAMPS (INQUIRY BY NEW SOUTH WALES).

We recommend that the present practice of the colonies be adhered to—namely, all obsolete postage stamps in the hands of the Department be destroyed, but that those in the hands of the public be still available.

## 30. REDUCTION OF POSTAGE FROM THE UNITED KINGDOM.

† We think it is undesirable to make any recommendation on this subject. It is a question which, in our opinion, can only be considered as a matter of policy; but we would point out that any further reduction would unquestionably lead to a large loss of revenue, and would certainly involve a reduction of inland and intercolonial rates.

## 31. INDECENT

\* Amended by Conference, first paragraph, fourth line, after the words “ordinary trade notices,” to insert “whether printed or impressed by rubber or other stamp.”

† Amended in Conference by the omission of the words, “It is a question which, in our opinion, can only be considered as a matter of policy; but.”

## 31. INDECENT PHOTOGRAPHS.

This question was brought under notice by the Representative of South Australia, who submitted some objectionable photographs which had passed through his office.

We consider many of these to be of an obscene character, and we think that the Post Office should not be the means of circulating matter of such a demoralising tendency.

## 32. COMPULSORY REGISTRATION OF ARTICLES OF JEWELLERY (VALUE LESS THAN £1).

This matter was carefully considered at a Postal Conference held in Melbourne in August last year, when the following decision was arrived at:—

“Having considered this question, we would point out that compulsory registration is required by the postal laws of the colonies, and the principle is recognised by the regulations of the Universal Postal Union. It would, in our opinion, lead to friction and endless disputes between the officials and the public if it were made a function of the former to fix the value of articles of jewellery, &c., with a view to determine whether an article should be registered or not.

“In those colonies where the system has been in operation for several years, we find no difficulties have arisen, and we maintain that the additional security afforded by registration, even of articles of small value, is provided at a very reasonable cost.”

We recommend that this decision be adhered to.

## 33. FUNCTIONS OF SECRETARIAL OFFICE IN REGARD TO POST AND TELEGRAPH CONVENTION.

We recommend that all replies to circulars from the Berne Office should be answered, as arranged, through the Postmaster-General of South Australia, who will endeavour to obtain unanimity of the various colonies before forwarding the decision to the Berne Office.

As regards Telegraph Convention, see 41.

## 34. FRANKING.

No report to make.

## 34A. RE-DIRECTION.—UNIFORMITY OF CHARGES.

This matter was discussed at the Hobart Conference, when the following recommendation of the Heads of Departments was agreed to:—

*“Item 19.—Re-direction Charge; also Charge for return of Dead Letters.”*

“We recommend the adoption of the Postal Union practice in its entirety—that is, to make no charge for re-direction if the article is fully prepaid to the country or colony to which it is re-directed. We are aware that under the existing Postal Laws of some of the Colonies the re-direction charge is compulsory, although inoperative as regards Foreign Countries.”

## 34B. UNIFORMITY OF ACTION AS REGARDS ANSWERS TO BERNE CIRCULARS.

Dealt with above, under 33.

## 34C. SIMILARITY OF NAMES OF PLACES (POST OFFICES) IN DIFFERENT COLONIES.

Although we are alive to the inconveniences arising from similar names being given to places in various colonies, we see great difficulty in advising any change, but we are of opinion that the inconvenience would be materially lessened if the persons posting letters addressed to those places would be careful to insert the name of the colony. Care should be taken in future to avoid giving to places names which are already in use.

## 35. CYPHER MESSAGES.

## (a) Mode of counting (definition).

In all cases where Messages contain cypher words we consider that the following rule agreed to at the Hobart Postal Conference in 1892, page 25, should be made universal throughout the colonies:—

“Every message consisting wholly or in part of words in secret language, or in words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and every cypher word in such message shall be counted as two words, and the extra charge be added to the minimum rate for a message: provided that such extra charge shall not in any case exceed 50 per cent. on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word.”

## \* (b) To New Zealand.

We recommend that the New Zealand Government be requested to negotiate with the Eastern Extension Telegraph Company, with a view of placing the intercolonial business on the same footing as regards cypher messages as defined above.

## 36. URGENT TELEGRAMS.

We advise that the system of “Urgent” Telegrams now in force in Queensland, Victoria, Tasmania, New Zealand, and South Australia should be adopted generally.

## 37. UNIFORM SUNDAY TELEGRAPH RATES.

We advise that all messages despatched on Sunday be charged double the ordinary rates, excepting cable and Press messages. (New Zealand assenting, except as regards Press rates; Tasmania dissenting.)

## 38. INTERCOLONIAL

\* Negatived by Conference.

## 38. INTERCOLONIAL RATES TO PORT DARWIN FOR CORRECTIONS.

&amp;

## 43. INTERCOLONIAL REPEATS (FOR CORRECTIONS).

We recommend that all intercolonial corrections and repeats should be dealt with in the same manner as provided for under the International Regulations, as follows:—

*Rectifying Telegrams.*

The receiver of a message may have the whole or part of it repeated on payment of the cost of the telegram demanding the repetition and of the reply to the same.

The sender can also have the whole or any portion of his message repeated on payment of the cost of the telegram he forwards and of the reply.

The demand for the repetition must be made within seventy-two hours after receipt or despatch of the telegram, and should be written in the following manner:—

"Sydney from Brisbane" (*these words are not charged for*).

"RP. 4" (*representing reply paid four words*).

"Twenty-sixth," (*date of message to be repeated*), "Brown" (*receiver's name*), "Repeat first, fourth, ninth," (*meaning words of the text of the telegram to be repeated*); or,

"Twenty-sixth," "Brown" "Repeat word" (*or words*) "after———."

The reply will be worded as follows:—

"Brisbane to Sydney" (*these words are not charged for*).

"Brown".....(*words repeated*).

## 39. REGISTRATION OF TELEGRAPH CODE ADDRESSES (FEE).

We recommend that each colony should charge a registration fee of 10s. per annum for all cable code addresses. (Victoria dissenting, as that colony already has a charge of 21s.)

## 40. MULTIPLE PRESS MESSAGES.

We advise that each administration continue under the existing arrangements, as the Press rates are so widely different that it is unadvisable to make any change at present.

## 41. TELEGRAPHIC CORRESPONDENCE WITH INTERNATIONAL BUREAU.

We advise that the present arrangements be continued—viz., that Berne Bureau communicate direct with all the colonies, and *vice versa*.

## 42. POSTAGE ON TELEGRAMS.

We recommend that the existing arrangement in all the colonies for local messages should not be disturbed, but that on messages addressed to places beyond the colonies the usual postage be charged.

## 43. INTERNATIONAL REPEATS (FOR CORRECTIONS).

(See 38).

JOHN McDONNELL,

Under Secretary to the Post and Telegraph  
Department and Superintendent of Tele-  
graphs, Queensland, Chairman.

S. H. LAMBTON,

Deputy Postmaster-General, New South Wales.

P. B. WALKER,

Secretary Telegraph Service, New South Wales.

JAMES SMIBERT,

Deputy Postmaster-General, Victoria.

CHARLES TODD, C.M.G., M.A., F.R.S.,

Postmaster-General and Superintendent of  
Telegraphs, South Australia.

C. LEMON, Ph.D.,

Superintendent of Telegraphs, New Zealand.

ROBERT HENRY,

Superintendent of Telegraphs, Tasmania.

HENRY BOYES,

Secretary to the Post Office, Tasmania.

RICHARD A. SHOLL,

Postmaster-General and General Superinten-  
dent of Telegraphs, Western Australia.

REPORT

REPORT AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS  
ON "2. P. AND O. AND ORIENT CONTRACT, 1895," AS AMENDED BY THE  
CONFERENCE.

2. P. AND O. AND ORIENT CONTRACT, 1895.

The present contracts held by the P. and O. and Orient Companies will expire on the 31st January, 1895.

The total subsidy paid is £170,000 per annum, of which the sum of £95,000 per annum is paid by the Imperial Government and £75,000 by the colonies of New South Wales, Victoria, South Australia, Queensland, Tasmania, Western Australia, and Fiji, the colonies contributing on the basis of population.

The following were the amounts paid by the colonies for the year 1891 :—

	£
New South Wales	26,767
Victoria	26,595
Queensland	9,425
South Australia	7,483
Tasmania	3,506
Western Australia	1,224

In view of the necessity for speedy and regular communication between the United Kingdom and Australasia, we are of opinion that the system of subsidies should be continued, and the Mail Service maintained by the United Kingdom and the Colonies as at present.

We recommend :—

"That the London Post Office be invited to call for tenders *in Great Britain and Australasia for a weekly service* on conditions approved by the colonies, from *bonâ fide British* companies (to be performed by *one or more companies running on alternate weeks* as at present). Before accepting any such tender that all tenders be submitted to the colonies."

The following to be some of the principal conditions :—

That the term be 7 years.

That it be a stipulation that greater improvements in the time of the arrival of mails be insisted upon, as under the present arrangement of slow and fast vessels the equal weekly interval is destroyed.

That the time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days, *or such lesser time as tenderers may offer*. The accompanying Return (see Appendix D) shows the times occupied by the steamers of the two companies from Brindisi and Naples to Adelaide during the year 1892, the average time taken having been from Brindisi, 28 days 17 hrs. 20 min., and from Naples 28 days 22 hrs. 26 min.

That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Fremantle or Albany both ways, the outward steamers to stay at that port not less than six hours.

That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian colonies or any of them.

That in any future contract the term "mails" shall be held to include parcels, but the parcels to be conveyed wholly by sea as at present.

That the steamers call at Colombo both ways.

That it should be a condition of the new ocean mail contract that the steamers should be required to afford conveniences for the carriage of frozen meats, *butter*, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same, *and that tenderers shall state what cold storage space they will be prepared to supply, having due regard to the requirements of each colony*.

That the other general conditions of the present contracts be adhered to.

In view of the fact that whilst the mails from Australasia are carried by the accelerated train through Italy and France those by Orient steamers are carried by ordinary mail train, the time occupied being about the same in each case, we recommend that the accelerated train service be abolished as decided at the Adelaide Conference of 1890, especially as out of the postage of 2½d. per ½oz. letter, ¼d. of 1d. has to be paid for the Continental transit by such trains against ⅔ of 1d. by ordinary trains.

That the sea-transit rates collected from other countries or colonies making use of the service be placed to the credit of the subsidy, together with any fines that may be inflicted, the balance of the subsidy to be apportioned between the United Kingdom on the one part and the contracting colonies collectively on the other part, on the basis of the amount of mail matter they respectively despatch, the colonies, parties to the contract, to apportion their contribution on the basis of population as at present.

That clause 7 of the P. and O. contract be amended in regard to the conveyance of the Indian-China mails connecting at Colombo. Should it be deemed necessary for the Australian steamers to carry mails in connection with the new contract between Colombo and Brindisi, we consider the Postal Union rates should be paid by the countries despatching those mails, such rates to be dealt with in manner provided for above.

That the day of departure from Adelaide be *Saturday, not later than 2 p.m.*, reaching Albany in 72 hours.

It is necessary that early steps be taken to confer with the Imperial Government on the subject of the new contracts, in order that tenders may be invited with as little delay as possible.



## APPENDIX A.

Central Telegraph Office,  
Melbourne, 16th August, 1892.

SIR,—I beg leave to submit a scheme for the prevention of counterfeit Money Orders being sent by telegraph. It consists of lettered numbers.

1. The ordinary book of Money Orders as supplied to offices will do. The book to be used for orders issued, and a prepared list of lettered numbers for orders paid.

2. No second book necessary.

3. All telegraph orders to pass through the Head Office.

The present Telegraph Money Order form may be used, but I would respectfully suggest the adoption of the form, copy herewith, to be used in the Chief Telegraph Office for the convenience of the Controller.

4. Orders may be issued to offices as at present, consecutively numbered, the only change proposed is in lettering the numbers, to be done as the Controller desires. Example—

AD	CF	BC	CA	EC	FA	AB
50	51	52	53	54	55	56, &c.

An almost unlimited number of different letterings can be made—about 14,000.

5. To illustrate the working of the scheme, Port Albert wishes to telegraph £2 to Melbourne.

The Money Order is made out in the usual way, the number and letters placed thereon by P.M. and the order sent. The Controller compares it with his duplicate slip; if correct the order is passed for payment.

The present system of telegraphing Money Orders is a source of temptation, for instance :—

Any intermediate station hearing a Money Order going through, knows what the next number is, and all particulars, and when the distant station has finished he can earth the line, thus cutting off the distant station, and send a counterfeit order, at the same time using the signal call of the distant station, without his being aware of it.

The system proposed effectually prevents the above, as it is scarcely possible to even guess what the letters of the next number are.

Again, Port Albert wishes to telegraph £2 to Ballarat. He telegraphs to the Controller, who compares or checks as before; the Controller then inserts Ballarat's next paying number, obtained from "The prepared list of lettered numbers for orders paid" (see paragraph 2); this is then sent to Ballarat, who in turn compares with his own duplicate list for orders paid.

6. Postmasters cannot telegraph Money Orders from one to another; the Controller only having knowledge of the lettered numbers of the different offices authorises payment. The scheme is applicable to other colonies. Perth, Adelaide, Hobart, Melbourne, Sydney, and Brisbane could arrange a lettered list respectively, and another list for their branch offices.

7. An objection may be urged against lettered numbers, owing to the liability of mistakes, but with the same care that is used by operators in transcribing the initials of the christian names of payee and remitter or of the signature and address of ordinary business messages, mistakes need not occur. Of course, Postmasters must not disclose the lettered numbers to anyone. *A relieving officer can take a supply with him, the P.M. placing those in his possession under lock and key till he resumes duty, or send them by registered mail to the Controller.*

No extra books or bookkeeping is necessary, merely two duplicate lists of the numbers required by the Controller; these can readily be compiled at the time that an order-book, or part of one, is being supplied to the different offices.

I have, &c.,

H. S. EDGAR, Operator.

The Deputy Postmaster-General, General Post Office.

## APPENDIX B.

Referring to previous papers in the matter of Telegraph Money Orders, I now beg to forward herewith for consideration a set of amended Rules for the guidance of postmasters, etc.

The principal feature in these Rules, which I may say are based on the Rules in operation in the United Kingdom and also in New Zealand, are as follows :—

1. It is proposed to increase the rate of commission chargeable on Telegraph Money Orders to double the ordinary rate now charged, making the charge for sums under £5, one shilling; and for sums between £5 and £10, two shillings. Intercolonial rates to be increased in same proportion. At present no distinction is made in the Money Order charges whether the order is sent by telegraph or not, and I think it will be seen that the proposed rate is only reasonable when it is pointed out that the clerical work and the risk in connection with this class of order is more than twice as much as in an ordinary Money Order transaction. The charge in England is double the ordinary rate, and in New Zealand the extra charge is 3d. in the £, or 2s. 6d. extra for £10.

2. As it has been thought that a further check should be introduced as a preventative against fraud, it is provided in Rules 13 and 14 that the Telegram of Advice must be examined and initialled by the postmaster at the paying office on its receipt at his office, and the receipt from the payee must be initialled by the paying officer at the time of payment, and the payment must be verified by the signature of a responsible witness. With these exceptions the other alterations relate to detail instructions, and are, as I have already mentioned, based on the English and New Zealand Rules, and their adoption in this Colony would be a great advantage.

The Secretary,  
24th October, 1892.

A. J. DOAK,  
Superintendent.

TELEGRAPH

## TELEGRAPH MONEY ORDERS.

## PROPOSED AMENDED RULES (SUBMITTED BY MR. DOAK) FOR THE TRANSACTION OF TELEGRAPHIC MONEY ORDER BUSINESS.

*(For guidance of Postmasters, &c.)*

1. Orders may be transmitted by telegraph to all Money Order Offices in New South Wales, and also to all offices in the Colonies of Queensland, South Australia, Tasmania, Victoria, and Western Australia, with which there is telegraphic communication. (Money Orders must not be forwarded to or from offices connected by telephone only.)
2. The charge for a Telegraph Money Order is double the ordinary rate of commission, and in addition a charge at the ordinary minimum rate for the telegram advising the paying office.
3. As the issuing office only communicates with office of payment, the remitter should be directed to inform by wire the person who is to receive payment.
4. Telegraph Money Orders are not negotiable through banks.
5. Telegraph Money Orders may be issued during the ordinary Money Order Office hours, but if a Telegraph Order is applied for so near the hour of closing for the office of issue as to make it doubtful whether the telegram of advice will reach the office of payment before such closing hour, the remitter should be warned that there may be some risk of the order not being paid the same day.
6. Should several Telegraph Orders be applied for on a small country office on any one day, the remitter should be informed that there may be some delay in effecting payment as sufficient funds may not be in hand.
7. When a Telegraph Order is applied for, the remitter must be requested to fill up the ordinary Money Order Requisition Form, and to write across it the words "By telegraph."
8. Having ascertained that the amount of cash received for the order, the commission, and the telegraph charges are correct, the Postmaster will prepare and hand to the remitter a receipt on T. M. O. Receipt Form, No. 12. When two or more Telegraph Orders are issued to the same remitter in favour of same payee, one receipt will do, but the first and last numbers of the orders with the word "inclusive" should be entered thereon, the total amounts of the orders and the charges respectively being entered in proper places.
9. The Postmaster will then fill in the particulars on the ordinary Money Order Form next in numerical order for issue in the usual way, and then cancel it by writing legibly and boldly across the face of it "Telegraph Money Order." This cancelled form must be attached to the issue side of the Daily Money Order Account and sent forward to chief office.
10. The Postmaster must then prepare a telegram of advice to the officer of payment on Telegraph Message Form, stating in figures the number of the order, and in words the names of payee and remitter, and the amount and code word for same. In the case of several orders being sent at the same time from the same remitter to the same payee, commission at the full rate for each order must be charged (*see* Rule 2), but only one telegram of advice will be necessary, and the telegraphic charge would be for one telegram only at a rate and a half. It will not be necessary to give the number of each order, the first and last numbers being sufficient, but it must be distinctly understood that the full amount must be written in words and code for same. The Postmaster must see that this telegram of advice is forwarded immediately after the order is issued.
11. In event of a telegram of advice not reaching the office of payment, the Postmaster may, at the request of the person requiring payment, send to the alleged office of issue a telegram inquiring whether the order has been issued. The cost of this telegram, with the reply, must be paid for by the person making the application, but should there appear to have been an error on the part of the officer of the department, the amount so paid will be refunded to payee of the order on application to the Superintendent of Telegraphs.
12. The letters T.O. must be inserted against the entry in the Money Order Journal and Daily Account.
13. On the receipt of a telegram of advice at the paying office, the Postmaster must carefully compare the amount and code, and, if correct, he must verify the same by affixing his initials and date stamp to the telegram of advice; but if the advice be incorrect in any particular the Postmaster must at once send a telegram to the issuing office, and ask for explanation. He must then prepare a receipt from the payee on T.M.O. Form, No. 13.
14. The applicant for payment of a Telegraph Order must furnish the name of the remitter, and give satisfactory evidence that he is the person entitled to receive payment, before the order can be paid, and the Postmaster must, at the time of payment, initial the voucher and obtain the signature of a responsible witness to it.
15. The payee's receipt must be entered on the credit side of the Daily Money Order Account, and in every other respect treated in the same way as an ordinary paid Order. The letters T.O. should, however, be written against the entries in the accounts.
16. Should repayment of a Telegraph Money Order be required, application must be made to the Superintendent of the Money Order Office, Sydney, enclosing with such application the receipt form obtained by the remitter.
- Should transfer of payment be required from one office to another, application must be made in the usual way to the Superintendent.
- No repayment or transfer can be made by telegraph without authority from Superintendent.
17. In all other respects Telegraph Money Orders are subject to the ordinary Money Order Regulations.

## APPENDIX D.

STATEMENT showing the TIME of LEAVING NAPLES and ARRIVAL at ADELAIDE of the STEAMERS of the ORIENT LINE for the YEAR 1892.

Name of Steamer.	LEFT NAPLES.		ARRIVED AT ADELAIDE.		TIME OCCUPIED.		
	Date.	Time.	Date.	Time.	Days.	Hours.	Minutes.
	1891.						
Austral ... ..	14 December ...	4.0 a.m.	13 January ...	5.20 a.m.	30	1	20
Cuzco ... ..	28 December ...	2.42 "	27 January ...	4.5 "	30	1	33
Oroya ... ..	11 January ...	5.0 "	9 February ...	1.45 p.m.	29	8	45
Orizaba ... ..	25 January ...	3.0 "	23 February ...	1.12 "	29	10	12
Orient ... ..	8 February ...	2.25 "	9 March ...	7.30 a.m.	29	4	5
Ormuz ... ..	22 February ...	3.4 "	21 March ...	12.37 "	27	21	41
Orotava ... ..	7 March ...	3.5 "	5 April ...	6.20 "	29	3	15
Ophir ... ..	21 March ...	3.57 "	18 April ...	8.22 "	28	4	19
Oruba ... ..	4 April ...	...	2 May ...	...	...	...	...
Austral ... ..	18 April ...	3.30 a.m.	18 May ...	7.30 a.m.	30	4	0
Cuzco ... ..	2 May ...	...	31 May ...	...	...	...	...
Oroya ... ..	16 May ...	5.30 a.m.	13 June ...	7.35 a.m.	28	2	15
Orizaba ... ..	30 May ...	4.10 "	23 June ...	3.0 p.m.	29	11	50
Orient ... ..	13 June ...	1.56 "	13 July ...	7.8 a.m.	30	5	12
Ormuz ... ..	27 June ...	3.0 "	22 July ...	6.40 p.m.	25	15	40
Orotava ... ..	11 July ...	3.10 "	8 August ...	6.50 a.m.	28	3	40
Oruba ... ..	25 July ...	...	22 August ...	...	...	...	...
Austral ... ..	8 August ...	2.40 a.m.	6 September ...	4.50 p.m.	29	14	10
Cuzco ... ..	22 August ...	3.5 "	22 September ...	1.9 a.m.	30	22	56
Ophir ... ..	5 September ...	3.46 "	30 September ...	11.50 p.m.	25	21	4
Orizaba ... ..	19 September ...	6.50 "	18 October ...	10.20 "	29	15	30
Oroya ... ..	3 October ...	3.0 "	31 October ...	1.0 "	28	10	0
Orient ... ..	17 October ...	3.28 "	15 November ...	10.35 a.m.	29	7	10
Ormuz ... ..	31 October ...	Noon	29 November ...	8.45 "	28	20	15
Orotava ... ..	14 November ...	6.0 a.m.	13 December ...	3.15 "	29	21	15
Oruba ... ..	28 November ...	3.40 "	26 December ...	1.30 "	27	22	10

NOTE.—The average time occupied in transit was 28 days 22 hours 26 minutes.

STATEMENT showing the TIME of LEAVING BRINDISI and ARRIVAL at ADELAIDE of the STEAMERS of the P. and O. LINE for the YEAR 1892.

Name of Steamer.	LEFT BRINDISI.		ARRIVED AT ADELAIDE.		TIME OCCUPIED.		
	Date.	Time.	Date.	Time.	Days.	Hours.	Minutes.
Massilia ... ..	7 December ...	2.20 a.m.	7 January ...	4.57 a.m.	31	2	37
Oriental ... ..	21 December ...	5.30 "	20 January ...	1.27 "	29	19	57
Victoria ... ..	4 January ...	2.15 "	31 January ...	4.30 p.m.	27	2	15
Oceana ... ..	18 January ...	1.58 "	14 February ...	5.24 "	27	3	33
Valetta ... ..	1 February ...	1.50 "	2 March ...	3.41 "	30	1	51
Arcadia ... ..	15 February ...	1.15 "	13 March ...	8.0 a.m.	27	6	45
Ballarat ... ..	29 February ...	1.20 "	30 March ...	1.57 p.m.	30	0	37
Parramatta ... ..	14 March ...	1.5 "	14 April ...	1.50 "	31	0	45
Britannia ... ..	28 March ...	1.5 "	22 April ...	9.5 a.m.	25	8	0
Massilia ... ..	11 April ...	12.45 "	11 May ...	9.23 "	30	8	38
Oriental ... ..	25 April ...	10.12 "	23 May ...	12.12 p.m.	28	0	2
Victoria ... ..	9 May ...	5.56 "	5 June ...	3.37 "	27	9	33
Oceana ... ..	23 May ...	12.34 "	19 June ...	3.40 "	27	15	10
Valetta ... ..	6 June ...	12.23 "	7 July ...	7.46 a.m.	31	6	23
Arcadia ... ..	20 June ...	12.30 "	17 July ...	11.28 "	27	10	58
Rome ... ..	4 July ...	...	1 August ...	...	...	...	...
Ballarat ... ..	18 July ...	12.50 a.m.	17 August ...	12.32 p.m.	30	11	42
Parramatta ... ..	1 August ...	3.22 "	31 August ...	3.45 "	30	12	23
Massilia ... ..	15 August ...	12.40 "	14 September ...	4.0 "	30	15	10
Britannia ... ..	29 August ...	12.38 "	25 September ...	5.0 "	27	16	22
Carthage ... ..	12 September ...	2.50 "	13 October ...	5.0 a.m.	30	2	10
Victoria ... ..	26 September ...	1.8 "	24 October ...	7.0 "	28	5	52
Oceana ... ..	10 October ...	1.15 "	5 November ...	3.0 "	26	1	45
Arcadia ... ..	24 October ...	5.45 "	20 November ...	7.55 "	27	2	10
Rome ... ..	7 November ...	1.20 "	6 December ...	4.11 "	29	2	49
Ballarat ... ..	21 November ...	2.0 "	21 December ...	3.40 p.m.	30	13	40
Australia ... ..	5 December ...	4.59 "	30 December ...	10.51 a.m.	25	5	52

NOTE.—The average time occupied in transit was 28 days 17 hours 20 minutes.

## APPENDIX E.

## APPENDIX E.

FURTHER CORRESPONDENCE *RE* PACIFIC CABLE *VIA* NEW CALEDONIA, &c.

THE UNDER SECRETARY AND SUPERINTENDENT OF TELEGRAPHS, BRISBANE, to THE  
HON. AUDLEY COOTE.

Post and Telegraph Department,  
Brisbane, 28th February, 1893.

SIR,—I have the honour to bring under your notice, as Agent and Representative of the Société Française des Télégraphes Sous Marins, the accompanying copy of a cablegram recently appearing in the public Press of this Colony, and referring to the action of the French Government with regard to the submarine cable between Queensland and New Caledonia, and would also invite attention to Clauses 2 and 7—copies herewith—of the agreement entered into by the Société Française des Télégraphes Sous Marins and the Government of Queensland.

In these circumstances, I am directed by the Hon. the Postmaster-General to inquire whether the conditions set forth in the cablegram alluded to—and which are not embodied in the above-mentioned contract—are correct, and to state further that should such be the case the Queensland Government cannot subscribe to the conditions, and must look upon them as foreign to the agreement with your Company.

I have, &c.,

JOHN McDONNELL.

[*Enclosure No. 1 of above letter.*]

Copy of Extract from *The Brisbane Courier* of 21st February, 1893.

## CABLE MESSAGES.

(*From our London correspondent.*)

## CABLE BETWEEN QUEENSLAND AND NEW CALEDONIA.

London, February 15.

The French Government has submitted to the Chamber of Deputies a Bill to subsidise the laying of a cable before the 22nd of September next between Queensland and New Caledonia, on the ground that inconvenience and delay arise from the want of telegraphic communication between Australia, the present telegraph terminus, and New Caledonia. It is proposed to grant £8,000 yearly for thirty years, on condition that the cable and all its belongings shall be entirely French. It must be laid by a French staff, on a French ship, and controlled by a French directorate in Paris, which control is not to be parted with unless by the special consent of the French Government. Queensland's promise to give this foreign venture exclusive landing rights for thirty years forms part of the scheme, but there is no reference to, or provision for, or promise of assistance towards, any extension of the cable across the Pacific, which, according to the Postal report of the Queensland Government for 1891, was to form a principal feature of the project.

This scheme is adversely criticised in London, as being likely to prevent the future construction of a British cable to Queensland, and as encouraging foreign enterprise. Mr. Sandford Fleming and other Canadians, as well as several Australian statesmen, have in the past objected to any Pacific cable not entirely under British control.

[*Enclosure No. 2 of above letter.*]

2. The said cable shall form part of the Main Pacific Cable connecting Queensland with Vancouver, San Francisco, or such other place in North America as may hereafter be determined.

7. As soon as the Main Pacific Cable connecting Queensland with North America as aforesaid shall be completed, the guarantee hereinbefore mentioned shall be re-arranged, and shall form part of any joint guarantee which may be given by any other Countries or Colonies in consideration of the laying of the Main Pacific Cable.

COPY OF TELEGRAM FROM AUDLEY COOTE, HOBART, TASMANIA, to HON. T. UNMACK, POSTMASTER-GENERAL, BRISBANE, 6TH MARCH, 1893.

"Press telegrams purposely misleading. Agreements strictly adhered to. Cable ship leaves June. Shall arrive Brisbane fourteenth arrange further extension."

THE HON. AUDLEY COOTE, HOBART, to THE HONOURABLE THE POSTMASTER-GENERAL, BRISBANE,  
QUEENSLAND.

Hobart, 4th March, 1893.

## "NEW CALEDONIA AND PACIFIC CABLE."

SIR,—Will you please let me refer to the cable messages and paragraphs that have appeared in the Southern Press, which have been made to say the Company that I represent do not intend to go beyond New Caledonia with the cables.

I have again the pleasure to inform you that it is the intention—as it always has been—of the Company to go on with the laying of the cables from New Caledonia to Fiji, Samoa, and beyond, so soon

as it is convenient for your Government to enter into a further agreement; and please let me give you a further assurance, that I have full powers to enter into binding contracts with your or any of the Australian Governments for this purpose.

Again, the newspapers I refer to have forgotten, or do not take the trouble to learn, that it is impossible to lay a cable through the Pacific Ocean from Australia to any part of North America without landing at some place outside the British sphere of influence—for instance, "Samoa," this archipelago is under the protection of Germany, America, and England; then, again, "Hawaii," this kingdom is under the protection of France, America, and England; so the cable going *viâ* New Caledonia can do no possible harm to Australia, for, in case of England being drawn into a war, Queensland could disconnect the Pacific cable at any moment should it be found necessary. Then, again, if the Press would but refer to the Government despatches printed in all the Gazettes in the year 1884, they would find that a binding contract had been entered into "with all the Nations of the World" to protect submarine cables; this compact was signed in Paris in the year 1884, and the Australian Colonies are each specially mentioned.

Should your Government think the present time is opportune, I shall be prepared to enter into a contract for laying the cables beyond New Caledonia, for which purpose I shall be glad to discuss the matter with you, before the Conference takes place in Brisbane on the 17th instant, as I have now every hope that England, France, Germany, and Canada will assist in the laying of this cable from your shores to cross the Pacific Ocean. I therefore take this opportunity to inform you that I shall be in Brisbane on the 14th instant, when I shall be glad if you will grant me an interview on this very important international undertaking. I may add, in conclusion, that the New Caledonia cable will be ready for shipment in May next, and the cable ship will leave for Sydney (where she will coal) in June, reaching Bundaberg early in August, when that section of the cable now under review will be laid with all despatch, and communication established between the two shores.

I have, &c.,

AUDLEY COOTE.

COPY.]

Brisbane, 21st March, 1893.

To the Hon. the Postmaster-General, Brisbane.

*Re* PACIFIC CABLE.

SIR,—I notice in to-day's paper that a notice of motion has been tabled at the Postal Conference to consider the route of the Pacific Cable.

I have now the honour to refer to my last letter, and telegram to you, in reference to what you brought under my notice, in regard to a statement that had appeared in some of the newspapers referring to previous negotiations, the pith of which is as follows, viz. :—

That the New Caledonia Cable was to be laid by a French staff, on a French ship, and controlled by a French directorate in Paris.

This part of the statement is so far correct, but grossly exaggerated and misleading; that is to say, the directorate in Paris will control this first section of the proposed cable until the next section is laid, for they have been bound by the Governments of Queensland, New South Wales, and France to work and maintain the cable or the guarantee will cease, so they are bound to look after their own property and keep it in working order.

Then the statement goes on to say—"Queensland promises to give this foreign venture exclusive landing rights for thirty years."

I need hardly say that this is the first time that I have heard of such a promise, and contradict it absolutely.

The aim of the Company is to lay and maintain the Pacific Cable in a way that I will again explain.

Negotiations for crossing the Pacific with this cable are still pending, as they have been for many years; but success is now at hand in the near future.

Canada comes first, who have long been anxious to have this cable landed on her Pacific shores; that Government have long ago informed me they are willing to join in the guarantee, and are always ready to send two delegates to a Conference, that is hoped will be held in Australia, to decide upon the terms of the guarantee.

Next *en route* comes Hawaii. The Government has already passed an Act of Parliament, giving as their share a subsidy of 25,000 dollars a year for fifteen years, as a contribution for their section of the cable, and have also promised to extend the time to thirty years so soon as the main Pacific cable is laid.

In regard to Hawaii, should anything arise, such as a change of Government in that Kingdom (which is not at all likely) I have been assured by both parties of the Government there will be nothing arise to prevent their assistance being faithfully carried out. Besides, that kingdom is under the protection of England, France, and America, so this subsidy has a threefold backing. Thence it is proposed to land at Fanning Island, now just annexed by England; thence Samoa. The assistance to be asked to the guarantee here will be Germany, America, and England; the proportion from each is yet to be decided.

Thence Fiji, which is virtually New South Wales, but the Imperial Government have long been asked by the local authorities, through their Governor, to assist in the guarantee.

Thence New Caledonia, thence Queensland. So the Pacific Cable, the moment it leaves New Caledonia, will be no more under the control of France than any other country or colony joining in the joint purse guarantee.

In regard to the route, if you will please look at the chart, it will be seen the route that is proposed is by far and away the best, and the one the cable is most likely to earn the guarantee on.

Besides,

Besides, the whole aim of Australia is to obtain an independent and duplicate line. It would be impossible to do so if the Pacific cable were to go *viâ* New Zealand, as the cable between Australia and that colony is owned and controlled by the Eastern Extension Telegraph Company. In fact, some of the Governments interested have always informed me they would not join in any guarantee without a promise was given that the Pacific Cable Company would not enter into any joint purse arrangement with any other company, their aim being a complete and independent line.

In conclusion, will you please let me add, the company and capitalists I represent and am associated with cannot be held responsible for the various statements that find their way into the Press, as it is quite possible some of these statements may have been inspired by secret allies of some rival telegraph company. I can only again give you this further assurance—the intention is, as it always has been, to continue on with this work, section by section, until the Northern terminus is reached, and that it is impossible to get through the Pacific Ocean with a cable without touching at some place outside the sphere of British influence, and that all Governments interested, and joining in this joint purse guarantee, will, as I have always informed you, “stand on the same ground floor.”

I may further add, the first section of this cable now under review, about “1,020 miles,” is now being made, at the rate of about seventeen miles a day, and I hope to have it laid in the first week in August next.

I shall be glad if you will bring this letter under the notice of the Postal and Telegraph Conference now sitting.

I have the honour to be, sir,

Your most obedient servant,

AUDLEY COOTE.

P.S.—To guide you as to distances and to the lengths of cables, in one stretch (that we do not fear), and they will be worked on the duplex system, the following are the distances in nautical miles, allowing 7 per cent. for slack:—

Sandy Cape, Queensland to Noumea ... ..	740 + 51	=	791
Noumea to Levuka, Fiji ... ..	740 + 51	=	791
Levuka, Fiji, to Apia, Samoa ... ..	640 + 45	=	685
Samoa to Hawaii, <i>via</i> Fanning Island, the stretch of cable ... ..	2,259 + 158	=	2,417
*Hawaii to Vancouver, about ... ..	2,500 + 175	=	2,675
Total ... ..			7,359

\* From Hawaii to San Francisco the distance is 2,160 miles.

## APPENDIX F.

### NOTICE PAPER.

TUESDAY, 21 MARCH, 1893.

#### Notices of Motion—

##### SECOND CABLE ROUTE.

The Hon. J. G. WARD to move,—

That, in the opinion of this Conference, the time has arrived when a second cable route should be established, *viâ* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.

##### CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference considers it desirable to negotiate for a Canadian Pacific Postal Service.

##### THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference directs a protest to be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the Subsidy to the present San Francisco Mail Service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms.

WEDNESDAY, 22 MARCH, 1893.

4. Consideration of continuance of Cable Guarantee with Cable Company.

5. Report from Committee of Electric Light and Tramways.

#### Notices of Motion—

##### SECOND CABLE ROUTE.

The Hon. J. G. WARD to move,—

That, in the opinion of this Conference, the time has arrived when a second cable route should be established, *viâ* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.

CANADIAN

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FRIDAY, 24 MARCH, 1893.

## SECOND CABLE ROUTE.

Resumption of Debate on Mr. WARD's motion,—

That, in the opinion of this Conference, the time has arrived when a second cable route should be established, *via* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon.

## Notices of Motion—

## CANADIAN POSTAL SERVICE.

The Hon. J. G. WARD to move,—

That this Conference considers it desirable to negotiate for a Canadian Pacific Postal Service.

## THE UNITED STATES AND THE SAN FRANCISCO MAIL SERVICE.

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## APPENDIX G.

## QUEENSLAND TELEGRAPH SERVICE, 1892.

Post and Telegraph Department,  
Brisbane, 16th March, 1893.  
1st January, 1893.

Number of Telegraph Stations	...	...	...	...	...	...	...	...	354
Miles of Line-wire	...	...	...	...	...	...	...	...	17,646
Miles of Line	...	...	...	...	...	...	...	...	9,996½
Total cost of construction to date, 1st January, 1893	...	...	...	...	...	...	...	...	£837,184 4 2
Approximately {	Number of Messages transmitted, "cash" ...								901,533
	" " " " "O.H.M.S." ...								80,832
	Revenue ...								£78,298 14 1
Value of O.H.M.S.	...	...	...	...	...	...	...	...	£8,431 6 7

## INTERNATIONAL :—

Number messages transmitted, 1,042	...	...	...	...	value	3,658 13 4
Number messages received, 916	...	...	...	...	„	1,538 13 4
						5,197 6 8

Net revenue to Queensland, or proportion of value in favour of  
Queensland

£210 10 8

## TELEPHONES :—

Number of Telephones, 31st December, 1892	...	...	...	...	726
Amount received in 1892 for Telephones	...	...	...	...	£4,529 11 3

JOHN McDONNELL,

Under Secretary and Superintendent Electric Telegraphs.

APPENDIX H.

## APPENDIX H.

## NEW SOUTH WALES TELEGRAPH SERVICE, 1891.

Number of Stations at 31st December	...	...	...	674
Miles of Line	...	...	...	11,697 m. 50 chs.
Miles of Wire	...	...	...	24,780 m. 29 chs.
Cost of Construction	...	...	...	£767,871 17 11
Number of Messages transmitted	...	...	...	3,578,807
Revenue	...	...	...	£198,531 8 1

## NEW SOUTH WALES TELEGRAPH SERVICE, 1892.

Number of Stations at 31st December	...	...	...	706
Miles of Line	...	...	...	...
Miles of Wire	...	...	...	26,235 m. 71 chs.
Cost of Construction	...	...	...	£801,917 13 5
Number of Messages transmitted	...	...	...	2,578,197
Revenue	...	...	...	£185,014 1 5

## APPENDIX I.

## TASMANIAN TELEGRAPH SERVICE, 1892.

Number of Telegraph Stations	...	...	...	...	...	...	...	153
Miles of Line	...	...	...	...	...	...	...	1,470
Miles of Wire	...	...	...	...	...	...	...	2,432
Total Cost of Construction	...	...	...	...	...	...	...	£67,372
Number of Messages, Paid	...	...	...	...	...	...	...	279,622
„ „ Free	...	...	...	...	...	...	...	47,882
Revenue, Gross	...	...	...	...	...	...	...	£28,369 19 7
„ Net	...	...	...	...	...	...	...	£14,093 5 0

ROBT. HENRY,  
Superintendent of Telegraphs, Tasmania.

## APPENDIX J.

## STATEMENT OF BUSINESS TRANSACTED BETWEEN NEW SOUTH WALES AND INTERNATIONAL, ALSO NEW SOUTH WALES AND NEW ZEALAND, FOR THE MONTHS OF JANUARY AND FEBRUARY, 1893.

*January.*—New South Wales to International: messages, 1,443; value, £3,747 11s. 4d.

*February.*—New South Wales to International: messages, 1,335; value, £3,543 10s. 3d.

*January.*—International to New South Wales: messages, 1,676; New South Wales proportion, £135 7s. 1d.

*February.*—International to New South Wales: messages, 1,539; New South Wales proportion, £155 15s. 4d.

*January.*—New South Wales to New Zealand: messages, 1,056; value, £37 19s. 11d.

*February.*—New South Wales to New Zealand: messages, 1,271; value, £45 6s. 5d.

*January.*—New Zealand to New South Wales: messages, 996; value, £304 19s. 5d.

*February.*—New Zealand to New South Wales: messages, 1,690; value, £269 13s. 3d.

## NEW SOUTH WALES TO INTERNATIONAL, 1892.

Messages.				Value.		
				£	s.	d.
January	...	1,448	...	3,426	8	11
February	...	1,417	...	3,446	7	2
March	...	1,469	...	3,271	15	2
April	...	1,426	...	3,128	19	4
May	...	1,395	...	3,265	8	0
June	...	1,544	...	3,641	13	11
July	...	1,417	...	3,203	19	11
August	...	1,509	...	3,619	4	5
September	...	1,534	...	3,529	15	9
October	...	1,660	...	3,771	14	1
November	...	1,641	...	3,684	6	9
December	...	1,681	...	3,858	9	5

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INTERNATIONAL



INTERNATIONAL TO NEW SOUTH WALES, 1892.

								N.S.W. Proportion.		
								£	s.	d.
January	...	...	...	...	...	...	...	149	1	7
February	...	...	...	...	...	...	...	126	10	4
March	...	...	...	...	...	...	...	145	18	11
April	...	...	...	...	...	...	...	126	19	9
May	...	...	...	...	...	...	...	124	11	11
June	...	...	...	...	...	...	...	134	5	3
July	...	...	...	...	...	...	...	129	7	0
August	...	...	...	...	...	...	...	116	17	0
September	...	...	...	...	...	...	...	120	17	2
October	...	...	...	...	...	...	...	147	7	10
November	...	...	...	...	...	...	...	150	18	4
December	...	...	...	...	...	...	...	144	8	9
Messages received								14,558		

S. H. LAMBTON,  
Deputy Postmaster-General.

APPENDIX K.

INTERNATIONAL TELEGRAPH TRAFFIC.

FROM MAY 1ST, 1891, TO FEBRUARY 28TH, 1893, COMPARED WITH THE YEARS 1889 AND 1890.

NOTES.

An agreement made at the Sydney Conference of 1891, between Cable Company and the following Colonies:—South Australia, Victoria, Tasmania, New South Wales, and Western Australia, to reduce the Tariff from May 1st, 1891. Cable Company to be guaranteed their 1889 receipts—viz., £237,736.

Similar agreement made between the Contributing Colonies, agreeing to guarantee South Australia £37,552 per annum.

From May 1st, 1891, Cable Rates (Contributing Colonies), Adelaide to London, &c., reduced FROM 9s. 4d. TO 4s. PER WORD, and rates to other parts of the World reduced in proportion. GOVERNMENT MESSAGES 3s. 6d. PER WORD, and PRESS MESSAGES 1s. 9d. PER WORD.

From January 1st, 1893, an all round increase of 9d. PER WORD was made on ORDINARY OR PUBLIC MESSAGES, Government and Press Messages not being affected. Through insufficient notice the extra charge of 9d. per word was not collected by India, Burmah, and Ceylon until January 16th, 1893.

From January 1st, 1893, New Zealand joined in with the Contributing Colonies.

COMPARATIVE STATEMENT showing the INCREASE to BUSINESS since the altered RATES came into OPERATION from 1st MAY, 1891.

TOTAL NUMBER OF MESSAGES.

					1889.	1890-1.	1891-2.	1892-3.
May	...	...	...	...	4,882	5,590	6,749	6,867
June	...	...	...	...	4,862	5,481	6,556	7,177
July	...	...	...	...	5,277	5,347	7,018	7,074
August	...	...	...	...	5,155	5,526	6,941	6,950
September	...	...	...	...	4,989	5,483	6,855	6,907
October	...	...	...	...	5,886	5,926	7,543	7,681
November	...	...	...	...	6,065	5,975	7,235	8,034
December	...	...	...	...	5,513	6,110	7,101	7,864
January	...	...	...	...	5,468	5,758	1892. 7,892	1893. 7,826
February	...	...	...	...	4,798	5,047	7,050	7,159
March	...	...	...	...	5,183	5,485	7,764	
April	...	...	...	...	4,841	5,338	6,870	
Total	...	...	...	...	62,909	67,066	85,574	

10 MONTHS' BUSINESS—

Increase over 1889 figures during 1891 of 34 per cent.

" " " 1892 of 39 per cent.

SHOWING

## SHOWING the NUMBER of MESSAGES to and from each COLONY, as above.

	1889.	1890-1.	1891-2.	10 Months of 1892-3.
South Australia ... ..	8,122	10,429	12,021	11,258
Victoria ... ..	21,541	22,149	31,691	26,118
Tasmania ... ..	791	891	1,569	1,076
New South Wales ... ..	18,211	18,406	29,104	25,824
New Zealand ... ..	8,361	8,673	5,925	5,583
Queensland ... ..	4,619	5,044	2,513	1,638
Western Australia ... ..	1,264	1,474	2,751	2,042
Total ... ..	62,909	67,066	85,574	

## TOTAL NUMBER OF WORDS.

	1889.	1890-1.	1891-2.	1892-3.
May ... ..	67,319	70,057	95,438	105,860
June ... ..	62,930	67,840	95,390	105,859
July ... ..	63,915	71,630	101,733	105,666
August ... ..	62,563	69,004	102,371	102,767
September ... ..	60,295	68,555	103,356	102,410
October ... ..	73,928	73,213	112,948	113,717
November ... ..	79,334	72,525	105,546	119,390
December ... ..	65,846	69,703	105,684	113,068
January ... ..	68,628	66,994	1892. 113,144	1893. 107,545
February ... ..	61,926	65,082	104,416	101,775
March ... ..	64,818	66,679	118,469	
April ... ..	62,415	65,996	116,646	
Total ... ..	793,917	827,278	1,275,191	

## 10 MONTHS' BUSINESS—

Increase over 1889 figures during 1891 of 56 per cent.  
 " " " 1892 of 61 per cent.

## INTERNATIONAL TELEGRAPH SERVICE.

## SHOWING the NUMBER of WORDS to and from each COLONY, as above.

	1889.	1890-1.	1891-2.	10 Months of 1892-3.
South Australia ... ..	147,804	181,101	255,138	226,363
Victoria ... ..	291,436	292,850	538,440	436,061
Tasmania ... ..	7,122	7,968	14,418	9,270
New South Wales ... ..	193,747	194,724	370,633	320,120
New Zealand ... ..	90,722	83,871	46,672	50,843
Queensland ... ..	53,068	54,989	20,407	14,894
Western Australia ... ..	10,018	11,775	29,483	20,506
Total ... ..	793,917	827,278	1,275,191	

## TOTAL RECEIPTS.

	1889.	1890-1.	1891-2.	1892-3.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
May ... ..	26,396 11 7	27,747 10 9	20,586 8 7	21,057 2 8
June ... ..	25,556 11 2	26,952 6 1	20,037 17 2	21,141 3 2
July ... ..	26,418 4 1	28,015 11 2	20,516 9 10	21,266 19 4
August ... ..	25,992 13 0	27,477 19 9	21,158 6 4	20,671 5 9
September ... ..	25,185 18 1	26,867 2 10	21,112 13 7	20,802 15 8
October ... ..	31,423 12 3	30,229 8 2	23,067 5 1	23,005 0 10
November ... ..	32,497 19 10	29,876 8 6	21,397 11 8	23,656 13 4
December ... ..	27,603 5 11	28,842 8 3	21,206 14 2	22,645 15 7
January ... ..	27,329 14 10	27,792 13 0	1892. 23,077 16 4	1893. 24,070 7 11
February ... ..	24,739 9 6	25,729 7 3	20,784 12 7	22,837 15 6
March ... ..	26,571 7 1	26,288 15 0	22,859 3 9	
April ... ..	24,920 17 0	25,648 12 2	20,825 5 1	
Total ... ..	324,636 4 4	331,468 2 11	256,633 4 2	

SHOWING

## SHOWING the TOTAL RECEIPTS ON MESSAGES to and from each COLONY.

	1889.	1890-1.	1891-2.	10 Months of 1892-3.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South Australia ... ..	39,067 5 5	48,405 11 1	34,695 0 7	30,784 14 7
Victoria ... ..	119,680 7 0	117,652 3 10	103,363 13 6	88,990 4 7
Tasmania ... ..	3,543 6 9	3,708 18 7	3,344 9 11	2,154 14 5
New South Wales ... ..	85,306 17 2	87,749 2 2	76,594 14 11	68,637 17 6
New Zealand ... ..	48,156 19 11	44,212 4 9	24,024 7 0	20,070 10 7
Queensland ... ..	24,755 8 5	24,740 18 4	8,820 7 4	6,373 2 6
Western Australia ... ..	4,125 19 8	4,999 4 2	5,790 10 11	4,143 15 7
Total ... ..	324,636 4 4	331,468 2 11	256,633 4 2	

## SOUTH AUSTRALIAN REVENUE.

	1889.	1890-1.	1891-2.	1892-3.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
May ... ..	3,052 6 5	3,203 6 10	2,127 8 9	2,265 11 9
June ... ..	2,951 3 8	3,146 15 8	2,106 13 2	2,244 19 2
July ... ..	3,050 12 10	3,282 18 6	2,179 15 8	2,264 15 11
August ... ..	2,985 2 5	3,353 12 4	2,187 10 4	2,168 7 10
September ... ..	2,931 6 2	3,060 2 0	2,235 18 10	2,167 7 7
October ... ..	3,625 1 7	3,485 7 11	2,408 16 3	2,377 15 8
November ... ..	3,698 19 0	3,426 12 2	2,234 2 0	2,459 8 10
December ... ..	3,169 8 2	3,269 5 1	2,187 13 0	2,299 3 9
January ... ..	3,191 15 5	3,169 14 0	2,424 14 8	2,889 3 8
February ... ..	2,912 8 11	2,972 6 2	2,178 0 1	2,736 17 9
March ... ..	3,102 19 9	3,059 18 4	2,478 7 0	
April ... ..	2,880 15 5	3,015 1 3	2,388 6 11	
TOTAL ... ..	37,551 19 9	38,445 0 3	27,137 6 8	

## INTERNATIONAL TELEGRAPH SERVICE.

## AUSTRALIAN GUARANTEE FUND.

	1st Year.	2nd Year.
	£ s. d.	£ s. d.
1891.		
May ... ..	14,450 7 9½	15,099 18 10
June ... ..	14,291 19 3	15,130 11 2½
July ... ..	14,612 6 1	15,122 3 8
August ... ..	14,986 18 0½	14,694 21 11½
September ... ..	14,981 14 2	14,669 6 5
October ... ..	16,456 18 2½	16,276 6 4
November ... ..	15,262 17 8	16,841 5 5
December ... ..	15,097 18 9½	16,065 19 7½
1892.		1893.
January ... ..	16,351 4 11	17,338 9 2½
February ... ..	14,890 14 10	16,484 7 2½
March ... ..	16,313 1 3	
April ... ..	15,000 15 5½	
TOTAL ... ..	£182,696 16 5½	

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.