

(No. 26.)



1895.

PARLIAMENT OF TASMANIA.

POSTAL AND TELEGRAPHIC CONFERENCE, 1895 :

REPORT OF THE PROCEEDINGS OF THE CONFERENCE
HELD IN HOBART, FEBRUARY, 1895.

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

TASMANIA.

POSTAL AND TELEGRAPHIC
CONFERENCE, 1895.

REPORT OF PROCEEDINGS

OF THE

CONFERENCE HELD IN HOBART, FEBRUARY, 1895.

MINUTES OF PROCEEDINGS, SECOND REPORT OF
COMMITTEE ON ELECTRIC LIGHT AND POWER WIRES, PAPERS
LAID BEFORE THE CONFERENCE, REPORT OF DEBATES,
AND REPORT OF HEADS OF DEPARTMENTS.



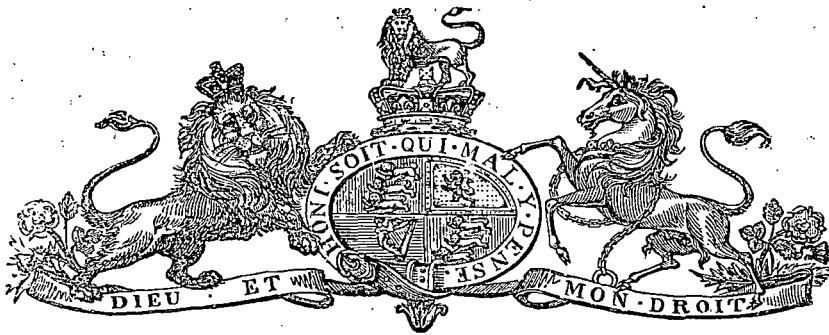
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POSTAL AND TELEGRAPH CONFERENCE, 1895.

REPORT OF THE DELEGATES TO THE INTERCOLONIAL POSTAL AND TELEGRAPHIC CONFERENCE HELD IN HOBART DURING FEBRUARY, 1895.

PRESIDENT: THE HON. JOHN GAVAN DUFFY, M.L.A., OF VICTORIA.

- I. THE Seven Colonies of Australasia were all represented at the Conference.
- II. The Conference sat on the 1st, 2nd, 6th, 7th, and 8th February.

The following were the principal Resolutions adopted, viz. :—

RELATING TO POSTAL SERVICE.

1. That this Conference re-affirms the desirableness of establishing a four-weekly service (alternating with the San Francisco Service) between Australia, New Zealand, and Vancouver, the Mail Steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon.

2. It is desirable that in the next Contract for the conveyance of Mails from the United Kingdom to Australia, provision be made—

- (1.) That until safe and commodious harbour accommodation be provided at Fremantle, it be optional with the Companies to call at Fremantle; but that so soon as such accommodation is provided, it be compulsory for the Companies to call at Fremantle to deliver and take on board mails and passengers.
- (2.) That any Mail Steamer arriving at Albany or at Fremantle shall remain in port for six hours at least.
- (3.) That the sailing day for Mail Steamers from Adelaide be Saturday.

3. That it be a condition in any future contracts that Mail Boats be manned by white labour only.

4. That this Conference desires to express its disappointment at the reply of the London Post Office to the conditions laid down by the Colonies for an extension of the Federal Mail Contract, and while, under the circumstances, reluctantly agreeing to such extension, desires to emphasize the terms and conditions of the Wellington Conference. This Conference further desires to inform the London Office that no future contract will be acceptable to the Colonies which does not include them, together with the Resolution passed by this Conference relating to the employment of coloured labour.

5. That, while sympathising with the desire expressed by Mr. Henniker Heaton for a cheaper postage rate to and from England and the Colonies, this Conference regards the present time inopportune for carrying out the proposal, and hereby decides accordingly.

TELEGRAPHIC SERVICE.—PACIFIC CABLE.

6. This Conference re-affirms the desirableness of the construction of a Pacific Cable to connect the Australasian Colonies and Canada, and in view of the ascertained practicability of the scheme, respectfully urges upon the various Colonial Governments that steps be taken for the furtherance of the project at the earliest opportunity.

CABLE GUARANTEES.

7. That the several Colonies agree to guarantee International Revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided the total payment in any one year shall not exceed £10,000, and to guarantee a revenue of £20,000 on the New Zealand cable, and to make up any loss below that sum, provided the payment in any one year shall not exceed £9000; provided always that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be for a fixed period of Five years.

TELEGRAPH SERVICE.

8. On the subject of precedence of Press Cable Messages, this Conference resolved:—"That the Governments concerned be urged to take steps to obviate, as far as possible, the inconvenience caused to the mercantile community by delay in forwarding private messages in case of telegraphic interruption."

ELECTRICAL.

9. That the Second Report of the Committee appointed at the Postal and Telegraphic Conference held at Hobart, 1892, for the purpose of drafting a code of Rules and Regulations for the erection and laying of Electric Light and Power Wires, be adopted by this Conference.

GENERAL.

10. The Report of the Heads of Departments on subjects of detail connected with Postal and Telegraphic matters was received and adopted. The Report contains full information as to the estimated contributions of the several Colonies under the guarantees on account of cable services.

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

12. Appended to this Report will be found—

- i. Minutes of Proceedings.
- ii. Second Report of Committee on Electric Light and Power Wires.
- iii. Papers laid before the Conference.
- iv. Report of Heads of Departments.
- v. Report of principal Proceedings.

Signed on behalf of New South Wales,
JOSEPH COOK.

Signed on behalf of Victoria,
JOHN GAVAN DUFFY.

Signed on behalf of South Australia,
JOHN A. COCKBURN.

Signed on behalf of Tasmania,
P. O. FYSH.

Signed on behalf of Queensland,
A. J. THYNNE.

Signed on behalf of Western Australia,
JOHN FORREST.

Signed on behalf of New Zealand,
For J. G. WARD,
P. O. FYSH.

POSTAL AND TELEGRAPH CONFERENCE, HOBART, 1895.

MINUTES OF THE PROCEEDINGS.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

FRIDAY, FEBRUARY 1, 1895.

THE Conference met at 11 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

- New South Wales:* The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
- Victoria:* The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia:* The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.
- Queensland:* The Hon. A. J. THYNNE, M.L.C., Postmaster-General.
JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department, and Superintendent of Electric Telegraphs.
- Western Australia:* Sir JOHN FORREST, Premier.
- Tasmania:* The Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.
- New Zealand:* The Hon. J. G. WARD, M.H.R., Treasurer, Postmaster-General, and Electric Telegraph Commissioner.
WM. GRAY, Esq., Secretary to the Post and Telegraph Department.

The Hon. JOHN GAVAN DUFFY proposed, and the Hon. JOSEPH COOK seconded—That the Hon. P. O. FYSH, Postmaster-General of Tasmania, be appointed President of the Conference.

The Hon. P. O. FYSH thanked the Conference for the intended honour, but explained that his engagements, especially in connection with the business of the Federal Council of Australasia then sitting, precluded him from accepting the position. He moved that the Hon. John Gavan Duffy be elected President of the Conference.

The Hon. A. J. THYNNE seconded the Motion, which was unanimously carried.

The Hon. JOHN GAVAN DUFFY acknowledged the honour, and took the Chair.

The Hon. P. O. FYSH moved, and the Hon. J. A. COCKBURN seconded—That Mr. THOMAS COOK JUST be appointed Secretary to the Conference. Carried.

The Conference considered the question of admitting the Press. The Hon. JOSEPH COOK moved that the representatives of the Press be admitted to the sittings of the Conference. The Hon. A. J. THYNNE seconded, and the Motion was carried.

The Hon. JOHN JOSEPH COOK, the Hon. JOHN GAVAN DUFFY, and the Hon. ANDREW JOSEPH THYNNE presented their Commissions.

Papers.

The following Papers were tabled and ordered to be printed:—

The Hon. JOHN GAVAN DUFFY.—Victorian Telegraph Statistics, 1894.

The Hon. A. J. THYNNE.—Telegraph Statistics of the Colony of Queensland, 1894.

The Hon. J. A. COCKBURN.—Papers relating to International Telegraph Traffic and Guarantees.

The Hon. A. J. THYNNE laid on the Table a "Report by the Right Honourable the EARL OF JERSEY, G.C.M.G., on the Colonial Conference at Ottawa, with the Proceedings of the Conference and certain correspondence." Received.

ORDER OF BUSINESS.

The following Paper was tabled :—

List of Subjects for consideration.

1. Federal Mail Contract—
 - (a) Proposed extension of.
 - (b) Time of departure from Adelaide.
 - (c) Cold Storage.
 - (d) Coloured Labour.
 - (e) Delay of Train at Adelaide for English Mails.
2. Pacific Mail Service.
3. Italy charging Sea Surtax—Report by Postmaster-General, Adelaide.
4. Stoppage of Letters addressed to senders of obscene matter.
5. Mr. Henniker Heaton's proposal to reduce rate of Postage to England to 2d.
6. Delivery of indefinitely addressed Letters to business people.
7. Colonies remitting through the Treasury.
8. Uniform Statistics.
9. Notification of promotion of Higher Grade Postal Officials.
10. Postal Guides: uniformity of.
11. Post Cards of private manufacture: Regulations.
12. Letter Cards—
 - (a) Uniform exchange of.
 - (b) Consideration of Berne Circular *re* Rates chargeable thereon.
 - (c) Whether Victorian Letter Cards should not bear Stamps equivalent to their face value.
13. Proposed discontinuance of Letter Bills intercolonially.
14. Australasian Postal Convention—proposed revision or expunging of Article 7, and revision of Convention generally.
15. Rates on Circulars and Packets from United Kingdom (*vide* London Letter).
16. Transmission by post of Samples in Envelopes bearing printed notices relating thereto.
17. Rate of Postage on Seedsmen's Catalogues or such matter got up in book form.
18. Travellers' Orders: whether, when filled up in manuscript, they should pass at Packet Rate.
19. Printed matter and Trade Notices on Accounts and Invoices
20. Rate on printed circular from Matters & Co.
21. Christmas and New Year Cards.
22. Obscene Photographs and Catalogues.
23. Precious Stones and Jewellery passing at Sample Rates.
24. Queensland surcharging New Zealand $\frac{1}{2}$ d. matter.
25. Austro-German proposal for Uniform Rate of Postage on Parcels up to 11 lbs.
26. Liability of Steamship Owners for damages to parcels, to be increased.
27. Insurance of Parcels.
28. Charge for intermediary service in regard to Intercolonial and Foreign parcels.
29. Parcel Post, United States.
30. Parcel Post Rates with United Kingdom: Reduction of.
31. Parcel Post Convention with Italy: London's offer.
32. Parcel Post Convention with Malta.
33. Parcel Post Convention with Canada.
34. Parcel Post Convention with France.
35. Re-direction of Parcel Post Packets: Calcutta's proposal.
36. Reduction of Commission on Money Orders to United Kingdom.
37. Telegraph Money Order Regulations.
38. Issue of Duplicate Money Orders.
39. Universal Postage Stamp—Federal Postage Stamp.
40. Marking Stamps "Specimen."
41. Patent Envelopes.
42. Postal Note System, England.
43. Arbitrary marks in Newspapers to convey information of a personal nature.
44. Enclosure of printed Papers in Newspapers.
45. Payment for conveyance of Letters in English Mails in transit Victoria to Tasmania.
46. Delegate to next Universal Postal Union Congress.
47. Postal Union (Sea Transit Rates).

Telegraph.

48. Pacific Cable.
49. Cable Guarantees, and proposed withdrawal of Victoria.
50. Improved Telegraph facilities between South Australia and Western Australia.

51. Consideration of proposed Official Code Vocabulary.
52. Registration of Code or abbreviated Addresses (Uniformity of Regulations).
53. Telegraph Code—Alteration of.
54. Rate on Telegraph Messages to and from New Caledonia.
55. Fire Alarms—Regulations, &c.
56. Rectifying Telegrams or Repeats for corrections.
57. Name of Terminal Country to be given in Foreign Telegrams.
58. Reply Paid Telegrams—Mode of accounting for.
59. Cablegrams "on Service."
60. Repeated Telegrams—Uniform mode of dealing with.
61. Question of precedence of Press Cable Messages.

Miscellaneous.

62. Consideration of Second Report of Electric Light and Power Leads Committee.
63. Standard Time.
64. Telephone List : Patent arrangement of Alphabetical Index.

The Hon. JOSEPH COOK moved, and the Hon. A. J. THYNNE seconded—That all the subjects excepting Nos. 1, 2, 5, 46, 48, 49, 61, and 63 be referred to the Heads of Departments as a Sub-Committee to report as soon as possible. Other subjects to be dealt with by the Conference in order as printed. Carried.

The Conference adjourned at 11.55 A.M. until 2.30 P.M.

AFTERNOON SITTING.

On the Conference resuming at 2.30 P.M., Hon. J. A. COCKBURN moved, Hon. A. J. THYNNE seconded—That this Conference adjourn until to-morrow at 10 o'clock.

Motion carried, and the Conference adjourned accordingly.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

SATURDAY, FEBRUARY 2, 1895.

THE Conference met at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

<i>New South Wales :</i>	The Hon. JOSEPH COOK, M.P., Postmaster-General. S. H. LAMBTON, Esq., Deputy Postmaster-General.
<i>Victoria :</i>	The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General. JAMES SMIBERT, Esq., Deputy Postmaster-General.
<i>South Australia :</i>	The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c. Sir CHARLES TODD, K.C.M.G., Postmaster-General.
<i>Queensland :</i>	The Hon. A. J. THYNNE, M.L.C., Postmaster-General. JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.
<i>Tasmania :</i>	Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General. H. V. BAYLY, Esq., Secretary to the Post Office.
<i>New Zealand :</i>	The Hon. J. G. WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner. WILLIAM GRAY, Esq., Secretary to the Post and Telegraph Department.

The PRESIDENT suggested that, to meet the convenience of the Hon. Mr. Ward, they might alter the order of business.

The Hon. P. O. FYSH (by leave) moved—That such business as the Hon. Postmaster-General of New Zealand may desire to submit to the Conference take precedence.

The Hon. JOSEPH COOK seconded. Carried.

The Hon. P. O. FYSH laid on the Table a letter from Mr. J. G. Barrett, Secretary of the Trades Hall Council, Melbourne, on the subject of the employment of Coloured Labour on Mail Steamers, and moved that it be read.

The Hon. A. J. THYNNE seconded. Carried.

The letter was read by the Secretary.

COMMISSIONS.

The Hon. J. G. WARD and the Hon. J. A. COCKBURN presented their Commissions as Representatives of New Zealand and South Australia to the Conference.

PAPERS.

The following Papers were laid on the Table, and ordered to be printed:—

The Hon. J. A. COCKBURN.—The Second Report of the Committee appointed at the Postal and Telegraphic Conference held at Hobart, 1892, for the purpose of drafting a Code of Rules and Regulations for the erection and laying of Electric Light and Power Wires.

The Hon. J. G. WARD.—Statement of Traffic *re* New Zealand-Sydney Cable Guarantee from 1st May to 31st December, 1894; also a statement of Estimated Traffic for the year ending 30th April, 1895; also Return of Telegraphic Business, New Zealand, 1894.

Return of New Zealand Telegraph Service, 31st December, 1894.

Correspondence on:—

Postage on Circulars from the United Kingdom.

Re Brisbane-Adelaide Mail Train.

Italian Surcharges.

Newspaper Postage to the United Kingdom.

Electric Tramways—Light and Power.

Pacific Cable.

San Francisco Mail Service.

Ocean Penny Postage.

The Hon. JOSEPH COOK tabled a letter from Mr. D. Michie, Agent of the Peninsular and Oriental Steam Navigation Company, Sydney, on the subject of the employment of Native Crews on the Boats of the Company; and also Report of a Deputation to the Postmaster-General of New South Wales from the Seamen's Union against the employment of Coloured Labour on Ocean Mail Steamers; also *re* a Minimum Wage. Received.

The Hon. JOHN GAVAN DUFFY (President) tabled a letter from Mr. J. Henniker-Heaton, addressed to Mr. Warren, Melbourne. At a later period he would move that it be read. Received.

The Hon. J. G. WARD expressed his thanks to the Members of the Conference for the courtesy shown him in altering the order of business to meet his convenience. He moved the following as the

ORDER OF BUSINESS.

1. Pacific Mail Service.
2. Pacific Cable.
3. Cable Guarantees, and proposed withdrawal of Victoria.
4. Consideration of proposed Official Code Vocabulary.
5. Federal Mail Contract—
 - (a) Proposed extension of.
 - (b) Time of departure from Adelaide.
 - (c) Cold Storage.
 - (d) Coloured Labour.
 - (e) Delay of Train at Adelaide for English Mails.

The Hon. J. A. COCKBURN seconded. Carried.

Pacific Mail Service.

The Hon. J. G. WARD moved—That this Conference re-affirms the desirableness of establishing a four-weekly service (alternating with the San Francisco Service) between Australia, New Zealand, and Vancouver, the Mail Steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon.

The Hon. A. J. THYNNE seconded.

After discussion, the Motion was agreed to.

Pacific Cable.

The Hon. A. J. THYNNE moved—

That in the opinion of this Conference it is desirable that—

- (a) The construction, working, and maintenance of a submarine Cable through British territory or under British control from Vancouver Island to Australasia be under-

taken by the Governments of Great Britain, the Dominion of Canada, and the Australasian Colonies as a joint national and public work.

- (b) The cost of its construction, working, and maintenance to be borne in the following proportions, viz. :—Great Britain one third, the Dominion of Canada one third, and the Australasian Colonies one third.

The Hon. J. G. WARD seconded the Motion *pro forma*.

The Hon. JOSEPH COOK moved an Amendment that all the words after "That" be left out with a view to insert "this Conference re-affirms the desirableness of the construction of a Pacific Cable to connect the Australasian Colonies and Canada in view of the ascertained practicability of the scheme, and respectfully urges upon the various Colonial Governments that steps be taken for the furtherance of the project at the earliest opportunity."

The Hon. P. O. FYSH seconded.

After discussion, Hon. A. J. THYNNE, by leave, withdrew his Motion.

The Amendment was then put and carried.

Cable Guarantees, and proposed withdrawal of Victoria.

The Hon. J. G. WARD enquired as to the attitude of the Government of Victoria.

The Hon. JOHN GAVAN DUFFY stated that Victoria desired to withdraw from the cable guarantee, and had given the necessary notice for that purpose.

The Hon. J. G. WARD then moved—That this Conference respectfully requests Victoria to reconsider its decision, and not to withdraw from the guarantee.

The Hon. J. A. COCKBURN seconded.

Discussion followed; and

The Hon. JOHN GAVAN DUFFY explained as to the position of Victoria, and suggested that Mr. Ward should withdraw his Motion, and the matter might be considered in Committee and an arrangement arrived at.

The Hon. J. G. WARD accepted the suggestion, and the Motion was, by leave, withdrawn.

The Hon. J. G. WARD then moved—That the Conference go into Committee to consider the question.

The Hon. J. A. COCKBURN seconded the Motion, which was carried.

The PRESIDENT left the Chair, and the Conference resolved itself into Committee accordingly.

After some time spent therein;

On the Conference resuming;

The Hon. J. G. WARD reported that the question of the Guarantee to the Eastern Extension Telegraph Cable Company had been fully considered, and he moved the following Resolution—
"That the several Colonies agree to guarantee International Revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided the total payment in any one year shall not exceed £10,000, and to guarantee a revenue of £20,000 on the New Zealand cable, and to make up any loss below that sum, provided the payment in any one year shall not exceed £9000; provided always that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be from year to year, and terminable at two months' notice."

The Hon. JOSEPH COOK seconded the Motion, which was carried.

The President left the Chair at 6.28. P.M.

EVENING SITTING.

The Conference resumed at 8 P.M.

Official Code Vocabulary.

The Hon. J. G. WARD moved—

That the question of the Official Code Vocabulary be referred to the Official Heads of Departments, to report as early as possible.

The Hon. J. A. COCKBURN seconded the Motion, which was carried.

Federal Mail Contract.

The Hon. JOSEPH COOK moved that the Conference resolve into Committee to consider this question.

The Hon. J. A. COCKBURN seconded the Motion, which was carried.

The President left the Chair, and the Conference resolved into Committee.

After some time spent therein, the Conference resumed, and

The Hon. P. O. FYSH reported progress made, and moved that the Conference, at its rising, adjourn until Wednesday morning at 11 o'clock. He expressed the best wishes of the Conference towards the Hon. Mr. WARD, and wished him a pleasant journey home.

The Hon. J. G. WARD seconded, and acknowledged the compliment, and requested the Hon. Mr. Fysh to represent New Zealand in his absence, which Mr. Fysh agreed to do.

The Motion was carried.

Coloured Labour on Mail Boats.

The Hon. JOSEPH COOK moved—

That it be made a condition in any future contract that mail boats be manned by white labour only.

The Hon. J. G. WARD seconded the Motion, which was carried.

The Conference adjourned at 10.30 P.M. until 11 o'clock on Wednesday.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

WEDNESDAY, FEBRUARY 6, 1895.

THE Conference met at 11 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

New South Wales: The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.

Victoria: The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.

South Australia: The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.

Queensland: The Hon. A. J. THYNNE, M.L.C., Postmaster-General.
JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.

Tasmania: Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.

Western Australia: Sir JOHN FORREST, Premier.

New Zealand: Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General, Tasmania.
WILLIAM GRAY, Esq., Secretary to the Post and Telegraph Department.

MAIL STEAMERS.—PORTS OF CALL.

Sir JOHN FORREST moved—That in the opinion of this Conference it is desirable that in the next Contract for the conveyance of Mails from the United Kingdom to Australia provision be made—

- (1.) That until safe and commodious Harbour accommodation be provided at Fremantle, it be optional with the Companies to call at Fremantle; but that so soon as such accommodation is provided, it be compulsory for the Companies to call at Fremantle to deliver and take on board mails and passengers.
- (2.) That any Mail Steamer arriving at Albany or at Fremantle shall remain in port for six hours at least.
- (3.) That the sailing day for Mail Steamers from Adelaide be Saturday.

Hon. JOSEPH COOK seconded the Motion.

The Hon. J. A. COCKBURN moved as an Amendment—That in the new Mail Contracts the time of the Mail Steamers leaving Adelaide for England be fixed so as to allow replies to be received from Queensland, and so that Sunday work at the various ports of call be avoided.

The Hon. A. J. THYNNE seconded the Amendment *pro forma*.

After discussion the Hon. J. A. COCKBURN withdrew the Amendment, and the Motion was put and carried.

CABLE GUARANTEE.

The Hon. JOSEPH COOK moved that the Conference resolve into Committee to further consider the question of the International guarantee to the Eastern Extension Telegraph Company. The Hon. J. A. COCKBURN seconded. Carried.

The Conference resolved into Committee accordingly.

After some time spent therein the Conference resumed ; and

On the Motion of the Hon. A. J. THYNNE, the Conference adjourned till 10 o'clock to-morrow.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

THURSDAY, FEBRUARY 7, 1895.

THE Conference met at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present :—

- New South Wales* : The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBERTON, Esq., Deputy Postmaster-General.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.
- Queensland* : The Hon. A. J. THYNNE, M.L.C., Postmaster-General.
JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.
- Tasmania* : Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.
- Western Australia* : Sir JOHN FORREST, Premier.
- New Zealand* : Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General, Tasmania.
WILLIAM GRAY, Esq., Secretary to the Post and Telegraph Department.

CABLE GUARANTEE.

Committee on International Guarantee to the Eastern Extension Telegraph Company.

The Committee resumed, without Motion made.

After some time spent therein the Conference resumed ; and

The Hon. President reported that the Committee had considered the subject, and adopted a Report, which would be submitted to the Conference to-morrow.

Hon. JOSEPH COOK tabled Statistics of Electric Telegraphs New South Wales, and moved that it be printed. Hon. J. A. COCKBURN seconded. Carried.

Hon. JOSEPH COOK moved—That the letter of Mr. J. G. Barrett, Secretary of the Trades and Labour Council, Melbourne, tabled by Hon. Mr. FYSH, also the letter of Mr. D. Michie, Agent of the P. & O. Steam Navigation Company, and the Report of a deputation to the Postmaster-General of New South Wales from the Seamen's Union against the employment of coloured labour, also re a minimum rate of wage, tabled by himself on Saturday last, be printed. Hon. J. A. COCKBURN seconded the Motion, which was carried.

Hon. J. A. COCKBURN moved—That the Second Report of the Committee appointed at the Postal and Telegraphic Conference held at Hobart, 1892, for the purpose of drafting a code of Rules and Regulations for the erection and laying of Electric Light and Power Wires, be adopted by this Conference. Hon. JOSEPH COOK seconded the Motion, which was carried.

FEDERAL MAIL CONTRACT.

Hon. JOSEPH COOK moved—That this Conference desires to express its disappointment at the reply of the London Post Office to the conditions laid down by the Colonies for an extension of the Federal Mail Contract, and while, under the circumstances, reluctantly agreeing to such extension, desires to emphasize the terms and conditions of the Wellington Conference. This Conference further desires to inform the London Office that no future contract will be acceptable to the Colonies which does not include them, together with the Resolution passed by this Conference relating to the employment of coloured labour.

Telegram referred to.

FEDERAL MAIL SERVICE.

*London Sub., 6 —, 5.20 P.M.**President Postal Conference, Hobart.*

AGENTS-General conferred with Committee of Post Office urging views of Wellington Conference. Post Office then conferred Companies, who agreed from first February, 1896, to include parcel post in contract, and guaranteed invariable call at Colombo. Post Office will extend contract two years, and write Colonies shortly on paragraphs 3, 4, 5, 6 of recommendation Conference with every desire to meet wishes of Colonies.

Hon. J. A. COCKBURN seconded.

Discussion followed, and the Motion was carried.

REDUCTION OF POSTAGE TO ENGLAND.

The PRESIDENT requested the Secretary to read a telegraphic letter received from Mr. Henniker Heaton, M.P., on the suggestion to reduce the rate of postage to England.

The letter was read.

Hon. JOSEPH COOK moved—That, while sympathising with the desire expressed by Mr. Henniker Heaton for a cheaper postage rate to and from England and the Colonies, this Conference regards the present time inopportune for carrying out the proposal, and hereby decides accordingly. Hon. J. A. COCKBURN seconded. After discussion, Motion put and carried.

Hon. P. O. FYSH moved—That the Conference adjourn until 10 A.M. to-morrow. Hon. JOSEPH COOK seconded. Carried.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

FRIDAY, FEBRUARY 8, 1895.

THE Conference met at 11 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

New South Wales: The Hon. JOSEPH COOK, M.P., Postmaster-General.

S. H. LAMBTON, Esq., Deputy Postmaster-General.

Victoria: The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.

JAMES SMIBERT, Esq., Deputy Postmaster-General.

South Australia: The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c.

Sir CHARLES TODD, K.C.M.G., Postmaster-General.

Queensland: The Hon. A. J. THYNNE, M.L.C., Postmaster-General.

JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.

Tasmania: Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General.

H. V. BAYLY, Esq., Secretary to the Post Office.

Western Australia: Sir JOHN FORREST, Premier.

New Zealand: The Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General, Tasmania.

WILLIAM GRAY, Esq., Secretary to the Post and Telegraph Department.

CABLE GUARANTEE.

The Report of the Committee of the Whole Conference on the subject of the Guarantee of Revenue to the Eastern Extension Telegraph Company was read, as follows:—

REPORT.

THE Committee has to report that the following Resolution of the Conference was cabled through the Manager in Australasia to the Chairman of the Company in London:—

“That the several Colonies agree to guarantee International Revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided the total payment in any one year shall not exceed £10,000, and to guarantee a revenue of £20,000 on the New Zealand cable, and to make up any loss below that sum, providing the payment in any one year shall not exceed £9000; provided always that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be from year to year, and terminable at two months' notice.”

And in reply, the following message has been received from the Chairman of the Company :—

“Desiring to meet Colonies’ wishes as far as possible, and believing commercial outlook improving, and consequently traffic likely increase, I believe I could induce Board and associated administrations to accept Conference proposal, provided arrangements be made for fixed period of at least five years, so as to run concurrently with subsidy agreement.”

The Committee advises that the proviso be agreed to.

The Committee further reports that the Representatives of the several Colonies contributing to the Guarantee have agreed to share with Victoria, as regards the Tasmanian Cable, the guarantee of that Colony in the usual proportion (population basis), to pay the first £1000 of the loss in any one year, and half of any additional loss beyond the £1000: this Guarantee being in addition to the subsidy of £4200 a year at present contributed by the Colonies of Victoria, New South Wales, Tasmania, South Australia, and West Australia.

A careful estimate of the financial effect of the new arrangement has been prepared by Sir Charles Todd, and is appended.

The following are the estimated payments by Colonies under present and proposed agreements, taking the traffic during year ending April 30, 1895 :—

Payments under present Agreements.

	VICT.	N.S.W.	N.Z.	S.A.	TAS.	W.A.	TOTAL.
Cable Company	2508	2491	1364	705	323	109	7500
South Australia	669	664	364	188	86	29	2000
Tasmania	{ 1717	1705	...	482	221	75	4200
	{ 790	...	...	...	...	...	790
New Zealand	{ 2497	2479	1357	702	321	109	7465
	{ ...	...	3733	...	...	...	3733
	8181	7339	6818	2077	951	322	25,688

Proposed Arrangement.

PORT DARWIN GUARANTEE—	£
Amount to be guaranteed	227,000
Estimated Receipts	222,000
Deficiency	5000
NEW ZEALAND GUARANTEE—	
Amount to be guaranteed	20,000
Estimated Receipts	11,324
Deficiency	8676
of which	
New Zealand pays one-third	2892
New Zealand and other Colonies two-thirds	5784

Then, Estimated Contributions to several Guarantees will be as follows :—

	VICT.	N.S.W.	N.Z.	S.A.	TAS.	W.A.	TOTAL.
Eastern Extension Company	1672	1660	907	471	215	75	5000
South Australia	669	665	361	189	86	30	2000
Tasmania	{ 1717	1705	...	482	221	75	4200
	{ 260	258	154	76	35	7	790
New Zealand Cable	1934	1920	{ 1053	543	248	86	8676
			{ 2892				
	6252	6208	5367	1761	805	273	20,666
Present payments	8181	7339	6818	2077	951	322	25,688
Saving	1929	1131	1451	316	146	49	5022

Queensland having consented to join in the above guarantee, the contributions of the several Colonies will be approximately as under :—

	VICT.	N.S.W.	N.Z.	QU.	S.A.	TAS.	W.A.	TOTAL.
Eastern Extension Company	1499	1489	815	518	421	193	65	5000
South Australia.....	600	595	326	207	169	77	26	2000
Tasmania	{ 1505	1494	...	519	423	194	65	4200
	{ 236	235	128	81	67	30	13	790
New Zealand Cable	1734	1722	{ 943	598	488	223	76	8676
			{ 2892					
	5574	5535	5104	1923	1568	717	245	20,666

Hon. the PRESIDENT expressed the hope that Queensland might be induced to join in the guarantee.

Hon. JOSEPH COOK and Hon. J. A. COCKBURN also urged Queensland to join.

Hon. A. J. THYNNE promised to recommend his colleagues to join in the guarantee.

The Report of the Committee was adopted.

DELEGATE TO NEXT UNIVERSAL POSTAL UNION CONGRESS.

Hon. J. A. COCKBURN moved—That the question of electing a Delegate to the next Postal Union Congress be deferred until next Conference.

Hon. A. J. THYNNE seconded the Motion, which was carried.

IMPROVED TELEGRAPH FACILITIES BETWEEN SOUTH AND WESTERN AUSTRALIA.

Hon. J. A. COCKBURN moved—That the question as to improved Telegraph facilities between South Australia and Western Australia be left to be arranged between those Colonies.

Hon. Sir JOHN FORREST seconded the Motion, which was carried.

PRECEDENCE OF PRESS CABLE MESSAGES.

Hon. JOSEPH COOK moved—That the question of Precedence of Press Cable Messages be referred to the Departmental Heads, to report when convenient.

Hon. J. A. COCKBURN seconded the Motion, which was carried.

PLACE OF MEETING.

Hon. P. O. Fysh moved—That the next Postal and Telegraphic Conference be held in the City of Melbourne.

Hon. J. A. COCKBURN seconded. Carried.

REPORT OF SUB-COMMITTEE.

The Conference proceeded to consider the Report of the Sub-Committee of Heads of Departments on questions of detail.

The following paragraphs were submitted by the Hon. the PRESIDENT, and adopted :—

No. 1.—(e). *Delay of Train at Adelaide for English Mails.*

The Sydney and Melbourne Chambers of Commerce invite attention to the serious delay and consequent inconvenience and annoyance caused by the departure of the mail train from Adelaide when mail steamers are actually signalled, and express a hope that strenuous efforts may be made to obviate this in future.

The Postmaster-General, Adelaide, has arranged to provide a special train to leave Adelaide when the mails arrive not more than half an hour late, to overtake the express train at Murray Bridge. When, through the occurrence of holidays, such as Easter, Christmas, &c., or from other causes, a delay of more than one day would otherwise result, there is a further arrangement which provides that when the steamers arrive too late for the 4:30 p.m. express train, or for the overtaking train, a special train is despatched up to 9 p.m. on either Wednesday, Thursday, or Friday, at a joint cost to New South Wales and Victoria of £71 15s., South Australia running such train from Adelaide to Serviceton free of charge.

The object of the Chambers of Commerce is that arrangements be made to delay the departure of the 4:30 p.m. express train from Adelaide, or run a special train regularly; but if anything further is desired, it can only be arranged at considerable cost for special trains, which the several Administrations have, after due consideration, already declined to incur.

No. 3.—*Italy charging Sea Surtax: Report by Postmaster-General, Adelaide.*

The Postmaster-General, Adelaide, reports that Italy, from 1st January, 1895, abolished Sea Surtax of $1\frac{1}{2}d.$ as recommended at Wellington Conference, which amounts to reduction of postage from $4d.$ to $2\frac{1}{2}d.$

No. 4.—*Stoppage of Letters addressed to senders of Obscene Matter.*

Nos. 4 and 22.—We are of opinion that when letters are addressed to persons who have sent photographs and catalogues of a decidedly obscene character, they should be stopped in the manner provided for in the case of sweeps, &c., and in any amendment of the Postal Laws we advise that provision be made accordingly.

With reference to obscene circulars sent by post by a firm in Holland, we find that steps were taken by the various Administrations to prevent the delivery of these circulars, and we recommend that a joint protest be sent to the Berne Bureau, and as there appears nothing in the Universal Postal Union Convention directly dealing with the transmission of obscene matter, we think that the question should be brought up at the next Quinquennial Congress.

No. 6.—*Delivery of indefinitely addressed Letters to business people.*

The Berne Bureau wrote at the instance of the Hungary Office, inquiring whether the Post Office would undertake to distribute packets of fully prepaid letters which do not bear a precise address, but only a vague one, such as Mr. ———, tailor, grocer, &c.

The Berne Office has recently forwarded summary of replies received from other Postal Administrations, most of which are adverse to the proposal of Hungary. We, however, see no objection to deliver in Australia any single article bearing such address, provided that it bears full rates.

No. 7.—*The Colonies remitting through the Treasury.*

We suggest that the Australian Postal Administrations be permitted, as formerly, to adjust accounts direct one with the other, and remit their balances direct instead of through the Treasury. The question was considered at the Wellington Conference, when it was reported "that the present arrangement caused delay, but it was proposed to give it a further trial, and the result reported at the next Conference." Further experience has shown that continued delay arises in the settlement of accounts, the amounts due to the Postal Departments frequently remaining unpaid for considerable periods.

No. 8.—*Uniform Statistics.*

We recommend the acceptance of the Forms as prepared by the Sydney Office, with the following exceptions:—

Form 3. Columns Nos. 8 to 11 to be retained.

" 5. Column 3. The word "Offices" to be substituted for "Statistics."

" 5. The words "Despatched" to be substituted for "Transmitted."

" 10. Omit Revenue No. 3, and insert under Expenditure No. 3, "Conveyance of Mails less Contributions from other Administrations."

" 10. No. 1 to be amended to read as follows:—"Estimated proceeds of sale of Postage Stamps used for payment of correspondence."

No. 9.—*Notification of promotion of higher grade Postal Officials.*

The Berne Bureau forwarded a proposal from the Egyptian Office that the offices of the Union should be kept informed of the *personnel* of the higher class of the various Administrations, and that the "Postal Union Journal" might give this information, which could be supplied to the Editor by the Head Offices. We see no objection to the information being given, restricted, however, to the Ministers, Permanent Heads, and Heads of Principal Branches.

No. 10.—*Postal Guides: uniformity of.*

We recommend that the Postmaster-General of South Australia be asked to revise a Guide on uniform lines, and submit the same to next Conference.

No. 11.—*Post Cards of private manufacture: Regulations.*

We beg to recommend that private cards, bearing adhesive stamps of proper value, measuring not less than $4" \times 3"$, and not more than $5\frac{1}{2}" \times 3\frac{1}{2}"$, not of thicker material than that used for official Post Cards, be adopted in the various Colonies, and accepted reciprocally under the same conditions as official Post Cards. In reference to this matter the London Office wrote asking the following four questions:—

- (1) Whether a plain card with an adhesive stamp might reasonably be allowed to circulate in the Union as a postcard under the usual regulations?
- (2) If not, whether a plain card with the word "post card" written upon it, and with an adhesive stamp, might reasonably be admitted?
- (3) Whether any relaxation of rules that might be deemed reasonable for single cards should apply to reply cards?

- (4) Whether, between the present time and the meeting of the Congress of Washington in 1897, any step can usefully be taken for giving effect to such relaxation as the prevailing sense of the Union might indicate?

We recommend that these questions be answered as follows:—

No. 1. Yes, provided they bear the ordinary Post Card rate.

No. 2. Answered by No. 1.

Nos. 3 and 4. We do not consider that the proposed concession should apply to Reply Cards at present.

No. 12.—*Letter Cards.*

(a) Uniform Exchange of.

(b) Consideration of Berne Circular *re* rates chargeable thereon.

We see no objection to the uniform exchange of Letter Cards internationally; but we respectfully point out that it will lead to a considerable loss of revenue unless the postage is the same as letter rate, and we recommend accordingly.

There is no valid reason why a cheaper rate of postage should be charged on letter cards than on ordinary letters, and it appears from a summary prepared by the Berne Bureau, which applied for information on the subject from the various Union Administrations, that in every part of the world where letter cards are in use, excepting Australasia, the rate of postage is the same as that of ordinary letters. Letter cards are closed against inspection, and are practically letters—the only difference being, that the Department supplies the material for letter cards at considerable cost, whilst that of ordinary letters is of course supplied by the sender; as, however, a lower rate has been in force, inland and inter-colonially, we see some difficulty in now raising it.

(c) Whether Victorian Letter Cards should not bear stamps equivalent to their face value—

Victoria is charging $1\frac{1}{2}d.$ each, as agreed to at the Wellington Conference, but under the present law is compelled to mark them with a face value of $1d.$ We are, however, of opinion that it is undesirable and confusing to the public to mark the cards at a less value than they are sold for.

No. 13.—*Proposed discontinuance of Letter Bills intercolonially.*

We do not think it necessary that the number of Letters, Packets, and Newspapers should be entered on Letter Bills, but recommend that a more simple form of Letter Bill or Advice be prepared, on which should be entered Registered Letters, Forward Mails, and Money Order Packets. New South Wales to prepare the form. Of course the usual records will be kept for statistical purposes.

No. 14.—*Revision of Australasian Convention.*

We beg to report that time has not permitted the careful revision of the Australasian Convention, but we propose to deal with it later on.

No. 15.—*Rates on Circulars and Packets from United Kingdom (vide London Letter).*

In view of the letter received from London, and tabled by the Postmaster-General of New Zealand, we do not see that anything further can be done. Although the $d.$ rate is in force in New Zealand, we do not feel justified, for financial reasons, in advising any reduction in existing rates levied in Australian Colonies. Should the $\frac{1}{2}d.$ rate at any future time be adopted, it should in our opinion be wholly confined to printed matter.

No. 16.—*Transmission by Post of Samples in Envelopes bearing printed Notices relating thereto.*

We recommend that the following questions asked by Berne Bureau be answered as follows:—

Do you pass, or are you prepared to pass, Samples in Envelopes bearing printed Notices on the address side or other side?—Answer: Yes; provided the envelope complies with the provisions of Clause 2, Detailed Regulation xix., no objection would be raised to such envelope bearing upon it a printed list or notice within the limits of Clause 3 of the same Regulation. The Vienna Convention does not prohibit printed notices on the address side.

2. Do you allow, or are you prepared to allow, the attention of the addressee to be directed to these communications by coloured pencil marks? Answer—Yes.

3. In your opinion, can such articles circulate within the Union at the reduced rate for samples? Answer—Yes, if they comply with the above conditions.

No. 17.—*Rate of Postage on Seedsmen's Catalogues or such matter got up in Book form.*

We advise that Catalogues, Reports of Societies, and other such matter, if printed and published in book form and containing no writing whatever, be passed at Book rate of postage.

No. 18.—*Travellers' Orders whether, when filled up in Manuscript, they should pass at Packet Rate.*

We recommend that Travellers' Orders should be treated as commercial papers, and passed at Packet rate of postage inland and intercolonially, provided they contain no writing or remarks of the nature of a personal correspondence.

No. 19.—*Printed Matter and Trade Notices on Accounts and Invoices.*

We are of opinion that any difficulty in this respect would be met by amending Article 12 of the Australasian Convention by omitting the words "nor anything" in paragraph 3, and in the revised draft of the Convention we have proposed such omission.

As an illustration, we append a portion of an invoice submitted to the Melbourne Post Office, and claimed to pass at Packet Rate. We are of opinion that the first portion should be passed, and that the latter is in the nature of a personal correspondence, and therefore inadmissible:—

JOHN SMITH & Co.,
WHOLESALE & FAMILY DRAPER.

Melbourne, ———, 189

TERMS NET CASH.

[illegible]

We beg to notify that our Terms are strictly Cash, as we sell at original Wholesale Prices.

No. 20.—*Rate on printed Circular from Business Firms.*

The following specimens of postal matter numbered consecutively 1 to 12 having been submitted to us to decide whether they may pass at packet rate of postage, we recommend that Nos. 1, 11, and 12 pass at packet rate, and the rest at letter-rate of postage :—

RECEIVED from	No. 1.	Adelaide,	189
Pence Sterling.	the Sum of	Pounds	Shillings and
£	<u> </u>		

We are instructed as Agents for the Vendors of _____ to inform you that £ _____ is now due, and unless this amount or a considerable portion thereof is paid within 3 days from date we must place the matter with our Solicitors for collection.

To Mr. No. 3. 189
 KINDLY favor us with remittance of £ overdue Rent, which must be paid without fail not later
 than noon of Monday next.

No. 4. Adelaide, 189

PLEASE take notice that interest amounting to £ s. d. became due on and we must request payment of same within seven days from date hereof.

No. 5,
Adelaide,

189

WE desire to remind you that interest amounting to £ s. d. will become due by you on
and we shall be obliged by a remittance on that date.

No. 6. 189

To Mr. overdue Rent, which must be paid without fail not later than
KINDLY favour us with remittance of £
noon of next.

No. 7. Adelaide, 189

M

PLEASE note that amounting to £ s. d. will become due on the 1st proximo, and is payable at our Offices, opposite Town Hall, King William-street.

No. 8.

Adelaide, 189

M We regret having again to call attention to the arrears due by you on land at Park, and must request an immediate settlement.

Our instructions from the Proprietors are peremptory, and admit of no delay.

We hope you will avoid the necessity of another application.

Arrears due to £ : :
And cost of this notice
£ : :

No. 9.

Adelaide, 189

M As you have neglected attending to our previous applications for payment of arrears due by you on land at we are instructed by the Proprietors to advise you that unless the amount due is paid by noon of next the matter will be placed with our Solicitors for collection.

Arrears due to £ : :
And cost of this notice
£ : :

No. 10.

When remitting please forward this Memorandum to be received.

Adelaide, July, 189

Mr.
SIR,

WE have received notice from the Insurance Company that the Premium on Policy on your property will be due on the 1st of August next. The amount is £ which we shall be obliged by your forwarding to us, so that the risk may be immediately covered.

* * If any Stove, Steam Engine, Furnace, or other implement for producing heat (common Fireplaces excepted), has been erected on your premises; or if the nature of the risk has been in any other respect changed; or if other buildings have been erected within 70 feet; it is necessary for your security that the circumstances be made known to the office.

No. 11.

Insurance Company,

SIR, Adelaide, 189

I BEG to remind you that your Insurance by Policy No. will expire at 4 p.m. on , and that unless the Premium be paid for its renewal on or before that date you will not be entitled to recover in case of loss.

Sum insured, £ Premium, £

* * If any Stove, Steam Engine, Furnace, or Oven has been erected on your premises, or if the nature of the risk be in any other respect changed, it is necessary (for your security) that the circumstances should at the time be made known to the office.

No. 12.

The Insurance Company, Limited,

Adelaide, 1894.

SIR,

I beg to inform you, for your security, that your Policy No. , expires at three p.m. on the and unless the premium be paid on or before that date you cannot recover any loss that may be sustained.

Amount £ : :
Premium £ : :

☞ If any Stove, Steam Engine, Furnace or other implement for producing heat (common Fireplaces excepted), has been erected on your premises; or if the nature of the risk has been in any other respect changed; or if other buildings have been erected within 70 feet; it is necessary for your security that the circumstances be made known to the office.

Office Hours :—9 a.m. to 5 p.m.; Saturdays, 9 a.m. to 1 p.m.

No. 21.—Christmas and New Year Cards.

Correspondence having taken place between the Berne Bureau and other Administrations of the Postal Union with respect to the practice of permitting complimentary remarks on Christmas, Birthday, New Year, and Easter Cards, we agree with the United Kingdom, and recommend that the practice which now obtains in the Colonies of allowing such remarks to be placed on the Cards be continued, as regards the United Kingdom and such other Foreign Administrations which may agree to exchange on such terms.

No. 23.—Precious Stones and Jewellery passing at Sample Rates.

We recommend that the words "Precious Stones" be inserted at page 4 of the Australasian Postal Convention, at Packet Regulation No. 1. This will provide for Precious Stones and valuable Jewellery being charged at letter rate of postage, and registered.

No. 24.—*Queensland surcharging New Zealand ½d. Matter.*

It is desirable that absolutely uniform rates of postage should exist between the Colonies, but as a ½d. rate has been in operation in New Zealand for several years, we advise that the other Colonies should agree to accept such matter as fully prepaid.

No. 25.—*Austro-German proposal for Uniform Rate of Postage on Parcels up to 11 lbs.*

The matter has been further considered by this Committee, and although the Austro-German proposal of a uniform rate of postage on parcels up to 11 lbs., irrespective of weight, has been accepted as a temporary measure, we think it very undesirable to have one rate irrespective of weight, as this practice discourages the transmission of light parcels and encourages that of heavy ones. We therefore recommend a graduated scale at per single pound, and that the Berne Bureau and London Office be so informed, and urged that at an early date a graduated scale be adopted between the Colonies and other countries.

No. 26.—*Liability of Steamship Owners for damages to Parcels to be increased.*

We recommend that in the new Contract for the Federal Mail Service provision be made for payment of compensation by Contractors for the loss or damage occurring to any parcel, but not in any one case to exceed £5 per parcel, instead of £1 as at present.

No. 27.—*Insurance of Parcels.*

This matter has already been under consideration at previous Conferences, but at Hobart and Brisbane it was decided not to adopt the system. The subject has recently been reopened by the London Post Office in a letter dated February, 1894. In this letter, in urging the reconsideration of proposal for Insurance, the London Office states that during a recent year upwards of 21,000 insured parcels were sent to and from the United Kingdom, and in respect of loss or damage the claims met by the Department amounted only to £11 16s. 9d. It was added that considerable public convenience was being afforded in the several parts of the Empire, while the business is more than self-supporting.

As, however, the International Parcel Post has, as yet, only attained very moderate dimensions, and consequently yields small revenue, we still consider it undesirable to incur the responsibility involved in insuring parcels.

No. 28.—*Charge for Intermediary Service in regard to Intercolonial and Foreign Parcels.*

We recommend that no alteration be made at present.

No. 29.—*Parcel Post, United States.*

Nothing can be done in this matter, as the United States has twice refused to enter into a Parcel Post Convention with the Colonies.

No. 30.—*Parcel Post Rates with United Kingdom—Reduction of.*

We recommend that as soon as arrangements are concluded with the P. & O. and Orient Companies to discontinue to make any special charge for the Parcel Post portion of the Mails, the rates be reduced as suggested by London from 1s. 6d. for the first 2 lbs. or fraction, and 9d. for each succeeding lb. or fraction, to 1s. for the first lb., and 6d. for each additional lb.

No. 31.—*Parcel Post Convention with Italy—London's offer.*

The London office wrote on October 9, 1894, intimating that it would probably negotiate with the Italian Post Office for a Convention with a view to the establishment of a direct Parcel Post between Italy and Australia similar to the Draft Convention prepared by the French Post Office. We see no objection to such a Convention, subject to the alterations suggested in the Draft Convention submitted by the French Post Office. [See No. 34.]

No. 32.—*Parcel Post Convention with Malta.*

We recommend the Parcel Post System be established with Malta, but cannot agree to each country retaining its own receipts, as experience shows that we receive a much larger number of parcels from abroad than are despatched, and therefore the usual principle of dividing the postage should be adhered to. The rates and division of postage to be the same as with Gibraltar, as follows:—

	For the first 2 lbs.	1s. 6d.
	For every additional lb.	9d.
<i>Division:—</i>		
Credit of Colony.....	9d. first two lbs., 4½d. each additional lb.	
Sea	4d. " 2d.	
Gibraltar	5d. " 2½d.	
	<hr/>	<hr/>
	1s. 6d.	9d.

No. 33.—*Parcel Post Convention with Canada.*

It is recommended that a direct exchange between the Colonies and Canada be established, the rates of postage to be uniform in all the Colonies, either 1s. 2d. or 1s. 3d. per lb. as Canada may advise, the New South Wales share to be 5d. per lb. on first lb. and 4d. on each additional lb. on parcels sent loose in Mails from other Colonies, but if sent in closed Mails, the New South Wales share to be 1d. per lb. for territorial transit and 2d. per lb. for sea rate.

34. *Parcel Post Convention with France.*

In July last the London Post Office informed the Colonies that the French Post Office desired a direct exchange of parcels between France and Australia by the French Mail Steamers (Messageries Maritimes), and, the proposal having been approved of by the Home Authorities, forwarded a draft Convention and Regulations for consideration of the Colonies.

We have considered the Draft submitted, and recommend that its provisions be agreed to, but that the following suggestions be made:—

Article 6. That no fee for portorage and for the execution of Customs formalities be collected in the Colonies from the addressees of parcels from France.

Article 14. That the introduction of the system of acknowledgments of delivery of parcels remain in abeyance until the system be adopted generally.

Regulation 2. That the postage progress pound by pound, instead of in steps of 2 lbs., 7 lbs., and 11 lbs., as more consistent with the Colonial and English practice.

Regulation 6-3. That the Customs declaration forms be drawn up in the English language, and bear a sublineary translation in French, as is done with Postal Union forms.

Regulation 8-3. That the provision that mails "be landed as far as possible at the Custom House" be omitted as unnecessary, as Customs work is done at the Post Offices.

That it be provided that the cost of receptacles be shared equally between the countries of exchange.

Regulation 12. That in lieu of this a simple regulation providing for the preparation of a quarterly account, and for the payment of the balance due as early as possible after the same has been ascertained, be substituted.

No. 35.—*Redirection of Parcel Post Packets.*

With reference to a letter from the Calcutta Post Office of 7th August, 1894, on the subject of Redirection of Parcels, we recommend that the Colonies agree to the substitution of Article 14 of the Union Convention which provides for payment being made in all cases of redirection of parcels to other Postal Administrations, or of their return (owing to non-delivery) to the office of origin, in lieu of Article 2 of the existing arrangement between the two countries.

No. 36.—*Reduction of Commission on Money Orders to United Kingdom.*

The London Office wrote suggesting a reduction of Australian Rates on Money Orders to the United Kingdom. The rates in Great Britain and the Colonies are as follows:—

Rates charged in United Kingdom.

INLAND MONEY ORDERS.					
For sums not over	£1.	£2.	£4.	£7.	£10.
the charge is	2d.	3d.	4d.	5d.	6d.
FOREIGN MONEY ORDERS.					
For sums not over	£2.	£5.	£7.	£10.	
the charge is	6d.	1s.	1s. 6d.	2s.	

The Rates of Commission charged in the various Colonies on Money Orders issued on the United Kingdom are as follows:—

COLONY.	To £2.	To £5.	To £7.	To £10.	
South Australia and West Australia	1s.	2s.	3s.	4s.	
Victoria, New South Wales, and Tasmania.....	1s.	2s. 6d.	3s. 6d.	5s.	
	To £2.	To £4.	To £6.	To £8.	To £10.
Queensland and New Zealand.....	1s.	2s.	3s.	4s.	5s.

We are of opinion that although our rates are somewhat high, the present is not an opportune time for making any reduction.

No. 37.—*Telegraph Money Order Regulations.*

It appears that since the Conference at Wellington, at which it was decided that each Colony should adopt within its own territory such rules as it might deem fit for its own and the public protection, and that the result of the working be reported to the next Conference, we find that no fresh rules have been prepared by any of the Administrations, although some have been drafted and suggestions made by New South Wales and Victoria, the result of the working of which will be reported in due course.

No. 38.—*Issue of Duplicate Money Orders.*

A case having been brought under notice in which Orders were fraudulently negotiated after the issue of duplicates, it was decided the matter receive consideration when fresh regulations for the guidance of Postmasters are framed.

No. 39.—*Universal Postage Stamp: Federal Postage Stamp.*

The question of a universal or international postage stamp having been brought before the Vienna Congress by the Administration of Luxemburg, the Berne Bureau has asked the opinion of the other Administrations of the Union on the matter, and has been informed in reply that it would be considered at the Conference at Hobart, unanimity being desirable among the Colonies.

The Berne Bureau has furnished a great many opinions gleaned from other countries, most of which are adverse to the proposal at present, and the Director of the Bureau himself sums the matter up as follows:—

"I consider that under present conditions, and especially with regard to the diversity of currencies, the difficulties in the way of the creation of a universal postage stamp are too considerable to admit of the introduction of this innovation."

We entirely concur in the above opinion.

With regard to a "Federal" Stamp, we are of opinion that it is undesirable at present to adopt a Federal Stamp for Australasia.

No. 40.—*Marking Stamps, "Specimen."*

Under the Vienna Convention each Administration belonging to the Postal Union has to forward to the Berne Bureau, for distribution among the other Administrations, five specimens of its postage stamps (including, of course, stamped envelopes, newspaper wrappers, postcards, &c.), the number required being 730 of every kind, *i.e.*, a quintuple set for each of 146 Administrations. In return, the Departments receive through the Bureau a supply of specimens from all the other Administrations. It is a vexed question whether the stamps sent from Australasia should be unmarked, or bear the word "specimen."

The Berne Bureau in 1892 intimated that a number of Administrations much preferred that the stamps sent to them should be unmarked, as it is considered that the overprint "injures the clearness of the design," and that the number sent for this official purpose is "so small as to preclude all danger of abuse." The New South Wales office thought the stamps should be marked in some way, but asked the opinion of Melbourne and Adelaide offices. In reply, Melbourne stated that it sent stamps unmarked, but not of any denomination higher than 5s. Adelaide replied that it had sent unmarked stamps, but nevertheless considered that they should have "specimen" printed on them.

On further representations from the Bureau, a statement was prepared showing what was done in other parts of the world, from which it appeared that Forty-eight Administrations placed the word "specimen" or some other imprint upon the stamps. This included Great Britain, which country, however, last year abandoned the custom of marking, at the same time expressing an opinion that the matter was not of sufficient importance to justify interference with the local regulations of other countries, and suggesting that every latitude be allowed to each in this respect: and of the forty-eight above mentioned, several have since left off marking their stamps. On the other hand, eighty-four administrations then (more now) sent unmarked stamps, and it was noted that the face value of the unmarked stamps sent by the United States amounted to over £31,000.

Of the colonies, Tasmania, South Australia, Western Australia, and New South Wales cancel by the word "specimen" or otherwise; whilst Victoria, Queensland, and New Zealand supply unmarked stamps.

Further representations continued to be made by the Berne Bureau, including a very strong request from Austria that "the custom of disfiguring stamps intended for distribution in the Postal Union be abandoned."

The question was considered at the Brisbane Conference, 1893, when it was agreed that "all stamps sent to the Berne Bureau be cancelled or marked "specimen." This decision was communicated to the Bureau, and a proposal has since been made to date-stamp the stamps instead of overprinting "specimen."

The majority of us are of opinion that these stamps should either be marked "specimen" or defaced with the date-stamp.

Importation of Electrotpe fac-similes.

It was reported that the New South Wales Post Office had stopped a number of packets addressed to a firm in Sydney containing electrotypes of some of the postage stamps of the various

Colonies, on the grounds that *fac-similes* of the stamps in use might be printed from the electrotypes. The addressees appealed to the Department to deliver the electrotypes, at any rate of the other Colonies. This however was refused, unless they chose to obtain the consent of the various Administrations. They have accordingly applied to the other Colonies offering to place a bar across the electrotypes, so as to deface the stamps, and to give a guarantee bond that the electros will only be used to illustrate catalogues and price lists.

We endorse the action of New South Wales, and think it most undesirable that these exact reproductions of our stamps should be allowed to be brought into the Colonies, or used in any form. Under the Postal Acts of all the Colonies it is illegal to imitate any postage stamp.

41.—*Patent Envelopes.*

Applications have been made to the Postal Administrations of the Colonies to allow patent envelopes bearing a postage stamp of the proper value embossed by the Post Office, a portion of which stamp is impressed on the leaflets (containing advertisements) enclosed in the envelopes. These envelopes the applicants propose to sell to the public at half the face value of the stamp, trusting to be recouped by charges for the advertisements on the enclosed leaflets. We see grave objections to acceding to the request, and recommend that the Post Office should refuse to comply with their wishes.

No. 42.—*Postal Note System, England.*

The London Office was communicated with, but declined to exchange Postal Notes on account of the great risk.

No. 43.—*Arbitrary Marks in Newspapers to convey information of a personal nature.*

We do not advise that the present system of allowing certain marks calling attention to paragraphs be extended.

No. 44.—*Enclosure of printed Papers in Newspapers.*

We recommend that the Australasian Convention Rules be adhered to with respect to printed Papers in Newspapers which exclude Placards, Insets, Advertisement Sheets, &c.

No. 45.—*Payment for Conveyance of Letters in English Mails in transit—Victoria to Tasmania.*

Victoria reports that a Bill has been drafted providing for reduction in Sea Transit Rates of Mails to Tasmania.

No. 47.—*Postal Union (Sea Transit Rates).*

In September last the great inequality of the rates of payment for the sea transit of mails for Postal Union countries was brought under notice by the Sydney Post Office, special attention being drawn to the case of mails for New Caledonia, as follows :—

Under Article 4 of the Vienna Convention, the French Post Office claims from this office for the conveyance of mails by French mail vessels from Sydney to New Caledonia, a distance of 1060 miles, the rates of 15 francs per kilogramme of letters or postcards, and 1 franc per kilogramme of other articles, the same rates as would be charged from Adelaide to Marseilles, a distance of 9240 miles; whilst on mails from France to New Caledonia, conveyed from Italy to Adelaide by P. & O. and Orient vessels, and from Sydney to New Caledonia by non-contract packets, at a cost to this office of 2s. per lb. of letters or postcards, and 4s. 6d. per cwt. of other articles, this office is allowed for the latter service 1 franc 57 centimes per kilogramme (7d. per lb.) of letters or postcards, and 10 centimes per kilogramme ($\frac{1}{4}$ d. per lb., or 4s. 3d. per cwt.) of other articles. In other words, France claims for the conveyance of New South Wales mail matter from Sydney to New Caledonia about ten times the rates allowed to New South Wales for the conveyance of French mails between the same places.

In the case of other mails, also, great inequalities exist. The stipulations in the Postal Convention were made before the Australasian Colonies joined the Postal Union, and their operation in this way may not have been foreseen, but it appeared to be imperative that these Colonies should press for a more equitable arrangement.

The Adelaide Office was therefore asked by New South Wales (26 September, 1894) to communicate with the other Colonies and obtain their assent to submitting the following proposals to the Berne Bureau (in terms of Article 26 of the Convention) for the consideration of Postal Union countries; viz.—

That in lieu of Subsection 2° 3§ of Article 4 of the Vienna Principal Convention, the following be substituted; viz.—

“ For sea transits :—	Letters or Postcards.	Other articles.	
Not exceeding 2500 miles.....	3 francs	20 centimes	} per kilogramme.
Between 2500 and 5000 miles.....	6 ”	40 ”	
” 5000 and 7500 ”	9 ”	60 ”	
” 7500 and 10,000 ”	12 ”	80 ”	
Over 10,000 miles.....	15 ”	1 franc	

That subsections 2° and 4° of §4 of Article 4 be suppressed.

That the necessary amendments be made in Article 5 §2 subsection 1, Article 17 §4 subsection (a) and §5; and §4 of detailed regulations 24 and 25, respectively, in order to bring same into conformity with the changes proposed.”

The matter was referred accordingly to the other Colonies, and the following is an extract from the New Zealand reply :—

“This Office quite recognises that the case under review presents probably one of the greatest anomalies possible in the application of the long distance sea rates re-enacted by the Vienna Convention, and fully concurs with you that it should be brought under the special notice of the Union Administrations. In my opinion, however, the object sought would be more readily obtained if no definite rates were proposed. Those suggested by New South Wales would traverse the huge Atlantic and European interests created in and before 1878, compared to which the few hundred pounds involved by the Sydney-New Caledonia question sink into insignificance, and while standing but a remote chance of being accepted, they might aid in compromising Great Britain in connection with the growing agitation for the total abolition of sea rates.

“It is considered not unlikely, however, that the part of the proposal made by Austria-Hungary at the Vienna Conference, but postponed for discussion at Washington, which would fix the sea rates from 300 to 4000 miles at 5 frs. and 50 cts. for letters and other articles respectively, may commend itself to a majority of the Union Administrations, and, if so, Sydney's difficulty would be effectually met, as its payments to France would be reduced to one-third the present rates.”

We recommend that the matter should be brought before the Berné Bureau and London Office, and that the Australasian Delegate at the next Quinquennial Congress be asked to press for an alteration in Sea Transit Rates.

No. 51.—*Consideration of proposed Official Code Vocabulary.*

There seems to be a misapprehension on this subject. The proposed code was not prepared by the Eastern Extension or any Company, but by the Berné Bureau, by direction of the Paris Convention of 1890. It is not intended to come into operation as regards extra-European countries (of which Australasia is one) until it has been confirmed at the next Telegraph Conference in 1896. We are of opinion that it is very desirable to have a carefully prepared code vocabulary, as many of the present private codes contain inconvenient words, and words so nearly alike as to lead to frequent repetitions through an error possibly of a single letter. Not having seen the vocabulary to which objection is taken, we are unable to form an opinion as to its suitability.

No. 52.—*Registration of Code or abbreviated Addresses (Uniformity of Regulations).*

The Wellington Office telegraphed to the Postmaster-General, South Australia, that “in England a separate charge is made for each registration at office of delivery. South Australia and Victoria appear to accept registration for the whole of Colony, charging only one fee. The question is—What rule is observed in other Colonies, as uniformity is desirable?”

Postmaster-General, Adelaide, wrote in reply : “South Australian practice as follows :—

Persons, firms, &c. in Adelaide or any provincial town can have code address entered in Adelaide; thus—

Phillipson & Co.,
Mount Gambier,

can be entered on Adelaide register, say—
Bonus,
Adelaide.

And we transmit messages on receipt to

Phillipson & Co.,
Mount Gambier,

without any additional charge.

If, however, Phillipson & Co. have offices in several towns, they must register a code to each address. Thus—

Phillipson & Co., Mount Gambier,
Bonus, Adelaide,

Phillipson & Co., Gawler,
Beatrice, Adelaide,

Phillipson & Co., Adelaide,
Burnham, Adelaide,

paying usual fee for each code; or they may register code at each place, in which case the messages would bear proper names of places.

Thus—

Bonus, Mount Gambier.
Beatrice, Gawler.
Burnham, Adelaide.

The reason why in most cases persons register in Adelaide is because Mount Gambier, Gawler, &c. may not for messages put in at London, or in France, &c., be sufficiently explicit, unless the words ‘South Australia’ are added, which increases the cost.

The London Office adopts similar practice. Thus—
 Newton & Co.,
 Birmingham,
 can be registered in London, say—
 Portia,
 London.

While on the subject of code addresses, it may be mentioned that we do not regard the proper or surname of any individual as a sufficient address, and require it to be registered, as there may be other persons of the same name. Thus—

Thomson, Adelaide,
 must be registered.

People complain of this until the reason is explained, when our rule is generally admitted to be a proper one for the protection of the public."

The South Australian rule is the one practically followed in the other Colonies, although we favour the Melbourne modification, which provides that visitors passing through Victoria may register for a month on payment of a fee of 5s.

No. 53.—*Telegraph Code, Alteration of.*

It is recommended the following alterations in the Telegraph Code be made, viz. :—

L, for ———	substitute
X, for	substitute —
Y, for	substitute —
9, for —	substitute —
Sig	. . . . .

No. 54.—*Rate on Telegraph Messages to and from New Caledonia.*

We recommend that messages to and from New Caledonia and New Zealand be treated as International Messages, and charged accordingly.

No. 55.—*Fire Alarms—Regulations, &c.*

We recommend that the Laws and Regulations of the various Colonies with regard to Fire Alarms should be uniform, and advise that a code of Regulations be drafted by the Melbourne, Sydney, and Adelaide offices and considered at next Conference, and that the Regulations should embrace the whole question of the erection of wires of private persons erected by the Department.

No. 56.—*Rectifying Telegrams or Repeats for Corrections.*

We recommend that the Regulations and Charges agreed to at Brisbane Conference be adopted, and the following arrangement made, viz. :—"Ask by service memo. for repeat, and if repeat is the same as the original copy to be delivered at a charge of half rate. If there has been an error no charge to be made. If no error, Service Memo. to be paid for as well as the half rate for the repeat. Each office to keep its own receipts.

No. 57.—*Name of Terminal Country to be given in Foreign Telegrams.*

We recommend that in cases of Foreign Telegrams the name of the Terminal Country should be inserted by the sender.

No. 58.—*Reply Paid Telegrams—Mode of accounting for.*

We recommend that this be dealt with departmentally by correspondence.

No. 59.—*Cablegrams "On Service."*

This is now under consideration by the Cable Company.

No. 60.—*Repeated Telegrams—Uniform mode of dealing with.*

We recommend that where a sender of a message pays half rate additional for his message to be repeated, the addressee shall send the repeated copy which is to be delivered to the original sender.

No. 61.—*Precedence of Press Cablegrams.*

The PRESIDENT read the following Report from the Permanent Heads on the subject of Precedence of Press Cable Messages :—

"We recommend that on communication being restored after an interruption, each day's business should be cleared in order of date of despatch, precedence being given to all press messages of same date. This is practically what the Sydney Chamber of Commerce contends for, and we think such an arrangement will be a fair one for all parties interested."

Discussion followed, and the Hon. SIR JOHN FORREST moved that the consideration of the matter be postponed.

The Hon. JOSEPH COOK moved that the Governments concerned be urged to take steps to obviate, as far as possible, the inconvenience caused to the mercantile community by delay in forwarding private messages in case of telegraphic interruption.

The Hon. J. A. COCKBURN seconded the Motion, which was carried.

No. 63.—*Standard Time.*

We beg to report that Standard Time has been adopted by Queensland, New South Wales, Victoria, and South Australia, and that the Colonies of New Zealand, Tasmania, and Western Australia be invited to also adopt Standard Time as agreed to at Wellington Conference.

No. 64.—*Telephone List—Patent arrangement of Alphabetical Index.*

We do not see any necessity to adopt the patent arrangement submitted to the Adelaide Office.

Bulk Newspapers.

Sir Charles Todd read a letter from the Editor of the *South Australian Advertiser* pointing out that two newspapers pass at bulk rate of postage in Victoria, and complaining that a different course is followed in South Australia. We regret that Victoria has departed from the provision of the Convention which requires that no parcel containing less than four newspapers should pass at bulk rates, and are of opinion that the present number of papers for bulk rates should be maintained.

THANKS.

The Hon. JOSEPH COOK moved a vote of thanks to the Hon. J. Gavan Duffy for the able manner in which he had presided over the proceedings of the Conference, and for the generous hospitality and kindness which he had extended to the Delegates.

Hon. J. A. COCKBURN seconded the Motion, which was carried by acclamation.

The Hon. PRESIDENT returned thanks for the compliment paid him, and specially mentioned the able services of the Heads of Departments from the various Colonies attending the Conference.

The Hon. SIR JOHN FORREST moved a vote of thanks to the Secretary, Mr. T. C. Just, for the able manner in which he had performed his duties.

The Hon. JOSEPH COOK seconded the Motion, which was carried.

Mr. JUST acknowledged the compliment.

The Hon. SIR JOHN FORREST moved a vote of thanks to the Government of Tasmania, and especially to the Hon. P. O. Fysh, for their kindness and hospitality during the meeting of the Conference.

The Hon. A. J. THYNNE seconded the Motion, which was carried.

The Hon. P. O. FYSH acknowledged the vote, making special reference to the federal spirit which had animated the proceedings of the Conference.

The Hon. J. A. COCKBURN moved a vote of thanks to the Press of Tasmania and the other Colonies for the attention given to the proceedings of the Conference.

The Hon. P. O. FYSH seconded the Motion, which was carried.

The Conference at 1.30 P.M. adjourned *sine die*.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

SECOND 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 THE ERECTION AND LAYING OF ELECTRIC LIGHT AND POWER WIRES.

The Committee has the honour to report that, in compliance with the following resolution passed at the Postal and Telegraphic Conference held this year in New Zealand, viz. :—

“That the Committee be requested to complete their labours by reporting on electric tramways and drafting regulations in regard to electric power leads generally,”

it met at Melbourne on the 30th of October; its sittings extending over the 31st of October, the 1st, 2nd, 3rd, 6th, 7th, and 8th of November—the following members being present :—

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

MAJOR P. B. WALKER, M.I.C.E., M.I.E.E., Secretary of the Telegraph Service, New South Wales; also representing New Zealand.

GEORGE SMIBERT, Esq., A.I.E.E., Telegraph Engineer and Chief Electrician of the Post Office and Telegraph Department, Victoria.

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

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

The members at their first meeting were received and welcomed by the Hon. J. Gavan Duffy, M.P., Postmaster-General, who alluded to the important business which would occupy the attention and consideration of the Committee, and referred to the necessity for the proper regulation of electric lighting and power wires in order to insure public safety. Among other things he mentioned that a Bill intituled the Electric Light and Power Bill was about to be introduced into the Victorian Parliament, a copy of which Bill would be supplied to each member of the Committee, and he would be glad to receive from the Committee any suggestion they might desire to make on the Bill.

Major Walker proposed, and Mr. G. Smibert seconded, that Sir Charles Todd be appointed Chairman, which was unanimously agreed to.

On taking the chair, Sir C. Todd thanked the members of the Committee for the honour they had conferred upon him in again electing him their Chairman. He reported, for the information of the Committee, that the report and draft regulations to be observed in the erection or laying of electric light and power wires, drawn up at their first meeting in Sydney in March, 1893, were laid by him before the Postal and Telegraph Conference held at Brisbane the same month, and favorably received.

At the Postal and Telegraph Conference held at Wellington in March last the Hon. J. A. Cockburn, M.D. Lond., Minister of Education and Agriculture, South Australia, moved a vote of thanks to the Committee, and that they be requested to complete their labours by reporting on electric tramways and drafting regulations in regard to electric power leads generally. In compliance with that resolution the present meeting was convened.

The Chairman expressed his regret that the Queensland Government was not represented at the present Conference, more especially as Queensland was the only colony that had passed an Act permitting public electric tramways to be constructed by joint local authorities, and therefore that Government was especially interested in any regulations which the Committee might frame, and which might be in conflict with the existing legislation of that colony.

In Tasmania an Act has, he said, been passed authorizing the Hobart Tramway Company Limited to construct, maintain, and work tramways in Hobart, which tramways, on the overhead trolley system, were opened during the last year.

In the same colony legislation has been obtained to enable the Municipal Council of Launceston to take water from the South Esk for use as a motive power for electric lighting and other purposes.

The principal object, the Chairman said, in appointing this Committee was to bring all the colonies into line in regard to the regulations for electric light, electric tramways, and the application of electrical energy generally, with a view to the adoption as far as possible of uniform legislation and one common code of regulations.

Mr. W. B. Crosbie, LL.B., was appointed Secretary, on the motion of Mr. G. Smibert, seconded by Major Walker.

Major Walker informed the Committee that he also represented the Government of New Zealand.

The following papers were laid on the table:—

By the Chairman—

Report from the Joint Committee of the House of Lords and the House of Commons on electric powers, 13th July, 1893.

A translation of an extract from *Archiv für Post und Telegraphie*—
“Protection of telegraph lines from injury by high-tension currents.”

A paper on electric tramways in the United States and Canada, by Mr. H. C. Wilkinson, read before the Institution of Electrical Engineers, London.

By Major Walker—

Specifications for underground telephone cables.

The report of the board appointed to inquire into the interference of the proposed electric tramways in Dunedin with telephone lines.

Statistics of the European electric tramways.

By Mr Callender—

The electrical equipment of the Liverpool overhead railway, by T. Parker, M.I.C.E.

By Mr. Henry—

Notes on disturbances caused on telephone lines at Hobart by the running of the electric tramways.

Notes on the construction and working of the Hobart electric tramway, by A. C. Parker.

Observations taken on 30th September and 7th October, 1894, to determine potential on Hobart telephone lines arising from disturbance caused by the Hobart electric tramway, by R. Henry.

Map of Hobart and suburbs, showing tramway routes and position of telephone lines.

By Mr. Haes—

Special regulation issued by the Board of Trade for alternating current transformers, 1894.

By Mr. Arnot—

A paper by Edward Hopkinson, M.A., D.Sc., M.I.C.E., on electrical railways—“The City and South London Railway.”

The Committee had also before it the regulations of the Board of Trade for securing the safety of the public and for insuring a proper and efficient supply of electrical energy.

These papers were carefully examined by the Committee, which then proceeded to consider and draft regulations for the control of electric light and power supplies and the erection of electric-light power and traction wires.

REGULATIONS.

It was considered desirable to carefully revise and amend the regulations drawn up at the first Conference of the Committee in Sydney. These, as amended, are now embodied in the complete Code of Regulations appended to this report (Appendix A), which the Committee recommends for adoption throughout the Australasian Colonies. They are arranged in the following order:—

1. *Electric Light and Power.*

Definitions.
Regulations as to safety.
Conduits for underground wires.
Aerial conductors.
Converting stations.
Consumers' premises.
Alternating current transformers.
Regulations as to supply.

2. *Electric Traction.*

Definitions.
Regulations.

ELECTRIC TRAMWAY SYSTEM.

The various methods of constructing electric tramways received very careful consideration, with a view to ascertaining the possible dangers and interferences likely to arise from their use.

Briefly stated, there are three systems—it being unnecessary to refer to a fourth where storage batteries are carried in the car, and no external conducting wires are necessary:—

1. That known as the single trolley, consisting of one overhead bare wire, insulated from earth, with an uninsulated return lead, of which the rails form the whole or part, to generator. This system has already been introduced in Sydney, Hobart, and Box Hill (near Melbourne).
2. That known as the double trolley, having both wires (forming the lead and return) carried overhead and insulated from earth.
3. The underground conduit system, in which one or both conductors (lead and return) are insulated.

The objections raised to the overhead trolley system are—

1. That it is unsightly, especially in the principal streets of a city.
2. That it is a source of danger and an impediment in the event of fire.
3. That the rails forming the whole or greater part of the return lead to generator are uninsulated from earth, and, where the overhead conductor runs parallel with the telephone, telegraph, and railway signal wires, the induction and leakage are a cause of serious disturbance, especially on telephone wires, as will be seen in the memorandum appended to this Report, laid before the Committee by Mr. Robert Henry, Superintendent of Telegraphs in Tasmania (*vide* Appendix B). The same objection applies to some extent to the underground system, where the return wire is connected with the earth.

Speaking on the question of the overhead trolley system, Sir F. J. Bramwell, in his evidence before the Joint Committee of the House of Lords and House of Commons before referred to on page 2, says, referring to the Leeds tramway, "that it

is intolerable to telephone working" (*vide* page 74, question 1067). There is other evidence to the same effect. We have also instances of the railway signals, which are worked on earth circuit, being interfered with by leakage from the tramway uninsulated return through the earth, the signal "line clear" being dropped by this means when a train is on the track; and some railway companies in England have been compelled to employ metallic circuits to obviate this.

With regard to the third objection, Mr. Preece, in his notes on a trip to the United States, read before the Institution of Electrical Engineers, Vol. XXIII., No. 109, says—"The disturbances in telephone circuits created by the extension of electric railways have been severely felt in many parts of the United States. We have experienced the same in London, Liverpool, Leeds, and Blackpool. But, owing to the prompt action taken by the telephone and railway companies (especially in Boston), the area of disturbance has been much reduced, and the influence of electric railways on telephones has ceased to be a trouble. Of course, this result is very much favoured by the rapid introduction of metallic circuits into cities; but it has also been favoured by the prompt action of the railway companies themselves. They did all that they were asked to do, and that at once."

Experience has also shown that serious trouble and possible danger may be caused by the rapid destruction by electrolysis of water and gas pipes laid in the immediate vicinity of these electric tramways. This, however, can be obviated by connecting the negative pole of the dynamo to the pipe, and by properly screening such pipe from the action of the current, as provided for in the regulations appended to this report.

If the regulations now submitted are rigidly enforced, the Committee is of opinion that the objections raised and the disturbances complained of can be reduced to a minimum. Of course, the most effective means of overcoming these disturbances, due to induction and leakage, would be to place all the telephones in metallic circuit, using twisted wires. This, however, would involve a very serious expense, as it means doubling the whole of the telephone wires, and would soon render it necessary to place them in suitably-constructed subways or conduits.

The system occasionally used in the United States, known as the "Double-Trolley Overhead Conductors," forming a metallic circuit wholly insulated from earth, has some advantages.

Electrically it is satisfactory, both in the freedom it gives from disturbance to telephone and other wires and also on account of the satisfactory running of the cars, due to the completely insulated return. The great objection to it is the multiplication of overhead wires, and in this respect all the dangers of an ordinary single-wire trolley system are increased. This is specially noticeable at points where two or more lines cross each other, or where a junction occurs.

The chief obstacle to the adoption of the underground conductors with line and return wholly insulated from the earth is the great cost as compared with the overhead trolley system having uninsulated returns; and, while fully recognising the advantages of the former, the Committee is forced to agree with the decision arrived at by the Joint Committee of the House of Lords and the House of Commons:—

"That it is not, in the present state of electrical science, to the interest of the public to insist upon electrical tramways using an insulated return conductor, and that such insistence would retard the development of electric traction."

While there are many electric tramways and railways in operation worked on the overhead trolley system having uninsulated returns, there are very few with underground conductors wholly insulated from earth. A line of this description has, however, been in operation at Buda-Pesth for several years; and Mr. H. D. Wilkinson, in an interesting paper recently read before the Institution of Electrical Engineers, London, and published in No. 113, Vol. XXIII., of the Institution's Transactions, describes two lines constructed on this principle during the last twelve months in America with underground conduits on Love's system, in which the conductors are in metallic circuit and wholly insulated from earth.

Such a system would wholly prevent any inductive action on telegraph and telephone wires, and electrolytic action upon water and gas mains; but at present there are several obstacles in the way, and it has as yet hardly emerged from the experimental stage.

There are also several systems in which the conductor is completely enclosed in a tube or conduit, and devices of a mechanical or electrical nature are used, by means of which short sections of the rails or a surface conductor are automatically connected and disconnected by the car as it advances. These systems, although promising well at first, have not been successful in actual practice, and the multiplication of contacts and movable parts must necessarily form a source of weakness in any such system.

WIRES TO BE PLACED UNDER GROUND.

The Committee considers that in the busy or principal parts of a city, where there may be a large number of telephone and electric light, tramway, or power wires, it is desirable—having regard to the safety of the public—that these wires should be placed under ground; but, as before observed, this will require the construction of subways or suitable conduits.

PROTECTION OF GOVERNMENT TELEGRAPHS.

The Committee recommends that the instruments connected to the telegraph and telephone wires crossed by electric light power or tramway overhead wires should be protected with fusible cut-outs, placed on such telegraph and telephone wires at the nearest leading-in offices and subscribers' premises on each side of the crossing.

VICTORIAN ELECTRIC LIGHT AND POWER BILL.

The Committee, having, at the request of the Hon. the Postmaster-General (Mr. J. Gavan Duffy), carefully considered the provisions of the Victorian Electric Light and Power Bill, is of opinion that the Bill has been ably drafted, and, with some few amendments, might with advantage be adopted by the other colonies in order to secure uniform legislation.

CONCLUSION.

In view of the rapid extension of electric lighting and the introduction of electric tramways, it is, in the opinion of this Committee, desirable that uniform legislation should be introduced at an early date; and it strongly recommends that effect should be given as soon as possible to the three resolutions passed by the Committee at its first Conference in Sydney, viz. :—

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.

In any case the Committee recommends that each Government should at an early date appoint a properly qualified inspector, whose duty it should be to make periodical inspections of all electric light and power leads, and see that all works connected therewith are carried out in accordance with the regulations.

CHARLES TODD, Chairman.
 GEORGE SMIBERT.
 P. B. WALKER.
 ROBERT HENRY.
 JAMES O. CALLENDER.
 OSWALD HAES.
 A. J. ARNOT.

Melbourne 8th. November 1894

APPENDIX A.

REGULATIONS FOR THE CONTROL OF ELECTRIC LIGHT AND POWER SUPPLY AND THE ERECTION OF ELECTRIC LIGHT, POWER, AND TRACTION WIRES.

I.—ELECTRIC LIGHT AND POWER.

DEFINITIONS.

In the following Regulations the expression "Order" means any Order of the Governor in Council granted or made pursuant to the Act.

The expression "the undertakers" means the undertakers for the purpose of the Order.

The expression "the consumer" means any body or person supplied or entitled to be supplied with energy by the undertakers.

The expression "consumer's terminals" means the ends of the electric wires situate upon any consumer's premises, and belonging to him, at which the supply of energy is delivered from the service conductors.

The expression "consumer's wires" means any electric wires on a consumer's premises which are connected with the service conductors of the undertakers at the consumer's terminals.

The expression "constituted authorities" means the Board of Control or the authorities appointed by the several Australasian Governments.

The expression "local authority" means the municipal or other authority having control of the area within which the Order applies.

The expression "inspector" means any person appointed by the constituted authorities for the purposes of these 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 or underground main 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 4 square feet, buried to a depth of at least 3 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 S.W.G. galvanized-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, service, 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 the return current solely or in conjunction with a metallic conductor.

The expression "electrical energy" means the capacity for doing work by electricity.

REGULATIONS AS TO SAFETY.

General.

1. *Low-pressure supply to consumers.*—Save as hereinafter provided, the supply of energy delivered to the consumer's terminals shall be a low-pressure supply.

2. *Limitations of high-pressure supply.*—A high-pressure supply shall not be delivered to any consumer's terminals except for special purposes, and with the approval of the constituted authorities, on the joint application of the consumer and the undertakers, and subject to such further regulations as the constituted authorities may from time to time prescribe. But a high-pressure supply may be given to distributing or converting stations or points or to distributing mains, in accordance with the following Regulations.

3. *Limitations of extra high-pressure supply.*—An extra high-pressure supply shall not be given except to distributing stations or other premises in the sole occupation of the undertakers, and with the written consent of the constituted authorities, and subject to such regulations and conditions as the constituted authorities may prescribe.

Underground Mains and Conductors.

4. *Maximum working current.*—The maximum working current 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 50 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 made and protected against corrosion.

5. *Lightning arresters.*—Where any portion of any conductor is exposed in such a position as to be liable to be affected by lightning, a lightning arrester, of such pattern and construction as may be from time to time approved by the constituted authorities, shall be placed in the circuit for the efficient protection of all instruments connected therewith.

6. *High-pressure conductors laid above ground.*—Where any high-pressure conductor, other than an aerial conductor, is placed above the surface of the ground, it shall be completely enclosed in brickwork, masonry, or cement concrete, or in strong metal cases efficiently connected to earth, for a height of at least 10 feet above the ground.

7. *High-pressure conductors laid in subways, &c.*—Where any high-pressure conductor is laid in a subway, or in the same conduit with any low-pressure conductor, it shall be completely enclosed in strong metal casing efficiently connected to earth.

8. *High and low pressure conductors laid in proximity.*—Where any high-pressure conductor is laid within a less distance than 18 inches from any low-pressure conductor, or from the surface of the ground, or where any low-pressure conductor is laid within the above-mentioned distance from any previously laid high-pressure conductor, efficient means shall be taken to render it impossible that the low-pressure conductor or the surface of the ground shall become electrically charged by any leakage from or defect in the high-pressure conductor.

9. *Continuous insulation.*—Every high-pressure conductor shall be continuously insulated with a durable and efficient material, which shall be protected on the outside against injury or removal by abrasion, and every such conductor shall be tested for insulation after having been laid in position, and before any joints for service lines are made. The insulation resistance under these conditions shall not be less, in any section of the conductor, than at the rate of 100,000 ohms. per mile for every volt of pressure of the supply under a testing pressure of at least 100 volts, and the undertakers shall duly record the results of the tests of each conductor or section of a conductor, and at all times permit the electric inspector to examine and take copies of such record.

10. *Minimum insulation resistance allowable—Indicator of leakage.*—The insulation resistance of any complete circuit used for high-pressure supply, 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 through a resistance of 2,000 ohms., the leakage current shall not exceed 0.04 ampere in the case of continuous currents, or 0.02 ampere in the case of alternating currents. Every such circuit shall be fitted with an instrument, of such pattern and construction as may from time to time be approved by the constituted authorities, which shall immediately indicate any defect which may at any time occur in the insulation resistance of either conductor.

Every such circuit shall be tested for insulation at least once in every week, and the undertakers shall duly record the results of such testings, and at all times permit the electric inspector to examine and take copies of such record.

11. *Precautions against sparking with high-pressure alternating current mains.*—In the case of a high-pressure supply on any alternating current system, where separately insulated conductors are laid in the same conduit or pass through the same boxes, precautions shall be taken against the discharge of electric sparks between the insulating covering of oppositely charged conductors, by providing a sufficient connexion of a conducting nature from one covering to the other.

Conduits.

12. *Conduits to be durable and strong.*—All conduits used as receptacles for conductors shall be constructed of durable material, and of ample strength to resist any pressure due to heavy traffic or other forces to which they may be expected to be subjected.

13. *To be kept free from water.*—Where the conductors in any conduit are not continuously insulated, adequate precautions shall be taken to insure that no accumulation of water shall take place in any part sufficient to raise the level of the water into contact with the conductors.

14. *To be kept free from gas.*—All conduits for conductors constructed in streets in which gas mains are also laid shall be efficiently protected against an accumulation of gas.

15. *Precautions with respect to street boxes.*—Where any street box contains high-pressure conductors efficient means shall be taken to render it impossible that the covers or other exposed parts of these boxes, or any adjacent material forming the surface of the street, shall become electrically charged, whether by reason of leakage, defect, or otherwise; and all street boxes shall be efficiently protected against any accumulation of gas or water, and their covers so secured that they cannot be opened except by means of a special appliance.

Aerial Conductors.

16. *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.

17. *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 galvanized-iron or steel wires, and if of metal be efficiently connected to earth, and if of wood the poles shall be provided with lightning conductors as required by Regulation No. 21.

18. *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 31, the span for straight lines may be increased to 250 feet.

19. *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.

20. *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 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 lbs. per square foot.

21. *Connexion 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 galvanized-iron wires.

22. *Lightning arresters.*—Lightning arresters of pattern approved by the constituted authorities shall be placed in the circuit of all aerial conductors at the point where they leave the generating station.

23. *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, where specially permitted by the constituted authorities, 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.

24. *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.

25. *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 made and protected against corrosion.

26. *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.

27. *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.

28. *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° Fahrenheit and 150° Fahrenheit, or to contact with the ordinary atmosphere of towns or manufacturing districts.

29. *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 0.04 of an ampere in the case of continuous currents, or 0.02 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.

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

31. *Suspension of conductors.*—Every aerial conductor having a sectional area greater than 7, No. 16, 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. Every such suspending

wire shall be in lengths not exceeding 300 feet, and shackled with insulating shackles. Where the conducting wires are crossed, as provided in Regulation 34, the suspending wires shall also be crossed in the same manner. All suspending wires, if of iron or steel, shall be galvanized.

32. *Conductors to be fastened to inner side of insulators.*—In all cases where aerial conductors are supported by insulators, such conductors must be fastened to the inner side 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.

33. *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.

34. *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.

35. *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.

36. *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.

37. *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.

38. *Transformers.*—Where transformers are attached to street poles they shall be securely fixed thereto, at a height of at least 18 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. (See Regulation 52.)

39. *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 shall give notice of such intention to the constituted authorities.

40. *Protection of telegraph and telephone lines from induction.*—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.

41. *Bare conductors for long distances.*—For the purpose of transmission of electrical energy over long distances, the constituted authorities may, after due inquiry, and on satisfying themselves that the public safety will not be endangered thereby, grant permission, under special conditions, for the erection of bare conductors overhead in sparsely populated districts, and beyond the area of cities and towns.

Converting Stations.

42. *Converting stations.*—Converting stations or points in a system of distribution to which a high-pressure supply is given from generating stations, and from which a low-pressure supply is given to one or more consumers, and which are not on the consumer's premises, shall be established in suitable places, which are in the sole occupation and charge of the undertakers.

43. *Precautions against contact.*—In every case where the supply is transformed at a converting station, as described in the preceding Regulation, some means or apparatus approved by the constituted authorities shall be provided which shall render it impossible that the low-pressure distributing mains shall be at any time charged to a dangerous difference of potential from the earth, owing to any accidental contact with, or leakage from, the high-pressure system either within or without the converting station. (See Regulation 52.)

Consumers' Premises.

44. *Transformers and high-pressure apparatus to be enclosed in metal.*—Where the general supply of energy is a high-pressure supply, and transforming apparatus is installed on the consumer's premises, connected to the distributing mains by high-pressure service lines, and to the consumer's terminals by low-pressure service lines, the whole of the high-pressure service lines, conductors, and apparatus, including the transforming apparatus itself, so far as they shall be on the consumer's premises, shall be completely enclosed in solid walls, or in strong metal casing efficiently connected to earth, and securely fastened throughout.

45. *Precautions against contact.*—In every case where any transforming apparatus is installed on the consumer's premises, as described in the preceding Regulation, some means or apparatus approved by the constituted authorities shall be provided, which shall render it impossible that the low-pressure service lines and consumer's wires shall be at any time charged to a dangerous difference of potential from the earth, owing to any accidental contact with, or leakage from, the high-pressure system either within or without the transformer. (See Regulation 52.)

46. *Low-pressure apparatus to be insulated.*—All terminals, low-pressure service lines, or other apparatus, between the transforming apparatus or other source of supply and the consumer's terminals, so far as they shall be on the consumer's premises, shall be completely enclosed in insulated cases or coated

with insulating material in such a manner that no part of them can be touched by any person without the removal of such case or coating, and, wherever exposed, shall be efficiently protected against injury to the insulation.

47. *Responsibility of undertakers for their lines, &c., on consumer's premises.*—The undertakers shall be responsible for all electric lines, fittings, and apparatus belonging to them, or under their control, which may be upon the consumer's premises, being maintained in a safe condition and in all respects fit for supplying energy.

48. *Fire risks.*—In delivering the energy to the consumer's terminals the undertakers shall exercise all due precautions, so as to avoid risk of causing fire on the premises.

49. *Testing consumer's wires for leakage by undertakers.*—If the undertakers are reasonably satisfied, after making all proper examination by testing, or otherwise, that a connexion with the earth exists at some part of a circuit of such resistance as to be a source of danger, and that such connexion does not exist at any part of the circuit belonging to the undertakers, then, and in such case any officer of the undertakers, and duly authorized by them in writing, may, for the purpose of discovering whether such connexion with the earth exists at any part of a circuit within or upon any consumer's premises, at all reasonable times, after giving one hour's notice of his intention to do so, enter any such premises and disconnect the consumer's wires from the service lines, and may require the consumer to permit him to inspect and test the wires and fittings belonging to the consumer and forming part of the circuit.

50. *Supply to be discontinued.*—If, on such testing, the officer discovers that a connexion exists between the consumer's wires and the earth, and that such connexion has an electrical resistance not exceeding 5,000 ohms, or if the consumer does not give all due facilities for such inspection and testing, the undertakers shall forthwith discontinue the supply of energy to the premises in question, giving immediate notice of such discontinuance to the consumer, and shall not recommence such supply until they are reasonably satisfied that such connexion with the earth has been removed.

Provided that in cases where the maximum power by any consumer exceeds 25,000 watts, the consumer's wires may be divided, for the purposes of this testing, into separate circuits of as nearly as possible 25,000 watts each, the insulation resistance of each of which shall not fall below 5,000 ohms.

51. *Appeal to electric inspector.*—If any consumer is dissatisfied with the action of the undertakers, either in discontinuing or in not recommencing the supply of energy to his premises, the wires and fittings of such consumer may, on his application, and on payment of the prescribed fee, be tested for the existence of connexion with the earth by the electric inspector, or, if no electric inspector has been appointed, by a person appointed or approved by the constituted authorities.

This Regulation shall be indorsed on every notice given under the provisions of the last preceding Regulation.

Alternating current transformers.

52. In every case where a high-pressure supply of energy is converted to a low-pressure supply by means of alternating current transforming apparatus, whether fixed in converting stations, on street poles, or in or on consumer's premises, the following arrangement may be used as a means of preventing contact between the high and low pressure conductors within such transforming apparatus. An arrangement, such that, by the construction and winding of the apparatus, any wire or other conductor forming part of the low-pressure supply circuit within the transforming apparatus, is separated from any wire or other conductor forming part of the high-pressure supply circuit within the transforming apparatus in every part by a wire or other conductor possessing sufficient sectional area, which is efficiently connected to earth, but is not in metallic connexion with either the high or low pressure supply circuits.

Arc Lamps.

53. *Height from ground.*—Where arc lamps are used in public thoroughfares they shall be so placed that no part of the lamp shall be less than 8 feet from the surface of the ground, or, if suspended over a roadway, less than 20 feet.

Descriptions, Plans, &c.

54. (a) *Plan to be supplied to Postmaster-General.*—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) *Postmaster-General may require alteration.*—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) *Notice to be served.*—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 authorized 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.

55. *No departure from regulations.*—In no case shall any of the foregoing Regulations be departed from, unless with special permission of the constituted authorities.

56. *Existing electric conductors.*—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.

NOTE.—Where the supply is for the purposes of electric traction, the foregoing Definitions and Regulations shall not apply except where specially provided in the Regulations for traction.

REGULATIONS AS TO SUPPLY.

1. *Notices.*—One week at least before the undertakers are ready to commence to supply energy through any feeding, charging, or distributing mains, they shall serve a notice upon the Postmaster-General and the municipal or local authorities of their intention to commence such supply.

2. *Supply to be continuous.*—From and after the time when the undertakers commence to supply energy through any distributing mains, they shall maintain a supply of sufficient power for the use of all the consumers for the time being entitled to be supplied from such main, and such supply shall be constantly maintained at such pressure as may be fixed under the provisions of these Regulations, except when the constituted authorities, with the consent of the local authority, permit any variation of pressure or discontinuance of supply during such period as may be approved by such constituted authorities.

3. *Mains to be in section.*—The system of distributing mains shall be so arranged in sections that, in case it becomes necessary to stop the supply through any portion of a main for more than one hour for the purposes of repairs, or for any other reason, the stoppage of supply will in no case exceed in amount a maximum power of 100,000 watts, or extend to the premises of more than 50 consumers; and, in the case of every stoppage for more than one hour, reasonable notice shall be previously given by the undertakers to every consumer affected thereby except in cases of emergency.

4. *Standard pressure to be maintained.*—During the whole of the period when a supply of energy is required to be maintained by the undertakers in the distributing mains under the Order and these Regulations, it shall be maintained at a constant pressure (in these Regulations termed "the standard pressure") to be fixed as hereinafter specified; but such standard pressure may be different for different portions of the distributing mains. Provided that the undertakers shall be deemed to have complied with the requirements of this Regulation so long as the pressure does not at any point vary more than 3 per cent. from the corresponding standard pressure in the case of a general supply at low pressure, or 2 per cent. in case of a general supply at high pressure, unless changes in pressure recur so frequently as to cause unsteadiness in the supply.

5. *Standard pressure to be fixed—Notice of alteration.*—The standard pressure shall be fixed by the undertakers for every pair of distributing mains, and notice of the amount of such standard pressure shall be given to the local authority before the undertakers commence to supply energy to consumers through such mains, and such standard pressure shall not be altered except by permission of the local authority, and upon such terms and conditions as the local authority may impose, and after public notice has been given during a period of one month, in such manner as the local authority may require, of the intention of the undertakers to apply for permission to alter the same. The undertakers may appeal against any decision of the local authority under this Regulation to the constituted authorities, whose decision shall be final.

6. *Pressure at consumers' terminals.*—Before commencing to give a supply of energy to any consumer, the undertakers shall declare to such consumer the constant pressure at which they propose to supply energy at his terminals. The pressure so declared at any pair of consumer's terminals shall not, except by agreement, be greater than 115 volts or less than 45 volts, if continuous, or the equivalents thereof respectively, if alternating; and shall not at any time be altered or departed from, except in consequence of any authorized alteration of the corresponding standard pressure. In distribution on the three-wire system, the central terminal shall, for the purposes of this Regulation, be considered to form a pair with either of the outer terminals, and similarly for multiple-wire systems.

7. *Variation of pressure at consumer's terminals.*—The variation of pressure at any consumer's terminals shall not, under any conditions of the supply which the consumer is entitled to receive, nor at any time, exceed 4 per centum from the declared constant pressure, whether such variation be due to the resistance of the service lines or apparatus belonging to the undertakers, or to any action or effect produced by such apparatus, for which the consumer cannot be shown to be responsible, or partly to any variation of pressure in the distributing mains from which the supply is taken.

8. *Penalty for default.*—If the undertakers make default in complying with any of these Regulations as to supply, they shall, subject to the provisions of the Order, be liable to a penalty not exceeding (suggested £5) for every such default, and to a daily penalty not exceeding (suggested £5).

NOTE.—Nothing in these Regulations shall be construed to authorize the undertakers to lay any electric line, or work their undertaking otherwise than in accordance with the Order and the Act, or to supply energy otherwise than by a system for the time being approved of by the constituted authorities.

II.—ELECTRIC TRACTION REGULATIONS.

DEFINITIONS.

The expression "electrical energy" hereinafter called "energy" means the capacity for doing work by electricity.

The expression "generator" means the dynamo or dynamos or other electrical apparatus used for the generation of energy.

The expression "motor" means any electric motor carried on a car and used for the conversion of energy.

The expression "pipe" means any gas, water, or other metallic pipe, structure, or substance.

The expression "wire" means any conductor used for telegraphic, telephonic, electrical signalling, or other similar purposes.

The expression "current" means any electric current exceeding one-thousandth part of one ampere.

The expression "the company" means the company, person or persons, corporations, and others undertaking the works.

REGULATIONS FOR ELECTRIC TRACTION.

1. *Generator.*—Any dynamo used as a generator shall be of such pattern and construction as to be capable of producing a continuous current without appreciable pulsation.

2. *Return may be insulated or uninsulated.*—One of the conductors used for transmitting energy from the generator to the motors shall be in every case insulated from earth, and is hereinafter referred to as the "line"; the other, hereinafter referred to as the "return," may be insulated throughout, or uninsulated wholly or in part, as is provided for in the following Regulations.

3. *Uninsulated return to be of low resistance.*—Where the rails on which the cars run or any other conductor within 3 feet of such rails, and metallically connected therewith, form the whole or any part of the "return," such rails and conductor may be uninsulated, and all other "returns" or parts of the "return" shall be insulated from the earth, or, if uninsulated, must be of such sectional area that the difference of potential between the points of the uninsulated "return" furthest from and nearest to the generator shall not exceed seven volts, and a continuous record shall be kept of such difference of potential during the working of the tramway.

4. *Height of wire.*—Where any part of the "line" or "return" is erected overhead, and is used for conveying the current to the motor by means of a sliding or rolling contact attached to the car, such conductor and connexions thereto shall not, in any part thereof, be at a less height than 18 feet from the ground. All other overhead conductors, including feeders, shall be erected in accordance with the Regulations for aerial conductors.

5. *Guard Wires.*—Where telephone or telegraph wires cross any part of the "line" or "return" (erected overhead) used for conveying the current to the motor by means of a sliding or rolling contact attached to the car, a galvanized-steel guard wire must be erected at a distance of not less than 18 inches above and parallel to the "line" or "return," such guard wire in all cases to be insulated from the "line" and "return" (when insulated), and connected with earth.

6. *Uninsulated return connected with rails.*—When any uninsulated conductor laid between or within 3 feet of the rails forms any part of a "return" it shall be electrically connected to each length of rail by means of copper wires or strips having a sectional area of at least one-sixteenth of a square inch or by other metallic connexions of equal conductivity.

7. *Negative terminal connected to return and earth.*—When any part of a "return" is uninsulated it shall be connected with the negative terminal of the generator, and in such case the negative terminal of the generator shall also be directly connected, through the current indicator hereinafter mentioned, to two separate earth connexions, which shall be placed not less than 20 yards apart.

Water-pipe may be used.—Provided that in place of such two earth connexions the company may make one connexion to a main for water supply of not less than 3 inches internal diameter, with the consent of the owner thereof and of the person supplying the water, and provided that where, from the nature of the soil or for other reasons, the company can show, to the satisfaction of an inspecting officer of the constituted authorities, that the earth connexions herein specified cannot be constructed and maintained without undue expense, the provisions of this Regulation shall not apply.

Efficient earth—Monthly test.—The earth connexions referred to in this Regulation shall be constructed, laid, and maintained so as to secure electrical contact with the general mass of earth, and so that an electro-motive force not exceeding four volts shall suffice to produce a current of at least two amperes from one earth connexion to the other through the earth, and a test shall be made at least once in every month to ascertain whether this requirement is complied with.

Distance from pipes.—No portion of either earth connexion shall be placed within 6 feet of any pipe, except a water main, of not less than 3 inches internal diameter, metallically connected to the earth connexions with the consents hereinbefore specified.

Storage batteries, &c.—When storage batteries, motor generators, or other transforming devices are electrically connected to the line, or any part thereof, they shall be connected to the line, return, and earth in the same manner as the generator, and the same precautions taken to prevent leakage to earth.

8. *Uninsulated return—Conditions.*—When the return is partly or entirely uninsulated, the following conditions must be observed to prevent injurious leakage from such return to earth:—

- (a) Lay such return,
- (b) Avoid connexion of such return with any pipe or pipes,
- (c) Connect the several lengths of rails by suitable metallic bonding,
- (d) Adopt such means for reducing the difference of potential produced by the current (when the cars are running) between any one point and any other point of the uninsulated return,
- (e) Maintain the efficiency of the earth connexions specified in the preceding Regulations,

So that—

(1) *Leakage to earth.*—The current passing from the earth connexions through the indicator to the generator shall not at any time exceed either two amperes per mile of single tramway line or 5 per cent. of the total current output of the station.

(2) *Leakage to pipes.*—If at any time and at any place a test be made by connecting a galvanometer or other current indicator to the uninsulated return and to any pipe in the vicinity, it shall always be possible to reverse the direction of any current indicated by interposing a battery of three Leclanche cells connected in series if the direction of the current is from the return to the pipe, or by interposing one Leclanche cell if the direction of the current is from the pipe to the return.

In order to provide a continuous indication that the condition (1) is complied with, the company shall place in a conspicuous position a suitable, properly-connected, and correctly-marked current indicator, and shall keep it connected during the whole time that the line is charged.

The owner of any pipes in the vicinity of the uninsulated return may require the company to permit him, at reasonable times and intervals, to ascertain by test that the conditions specified in (2) are complied with as regards his pipe.

9. *Connexion with pipe, examination of.*—Every electrical connexion with any pipe shall be so arranged as to admit of easy examination, and shall be tested at least once in every three months.

10. *Line in half-mile sections.*—Every "line" and every insulated "return" or part of a "return," except feeders, shall be constructed in sections not exceeding one-half of a mile in length, and means shall be provided for isolating each such section for purposes of testing.

11. *Circuit, insulation of.*—The insulation of the "line" and of the "return" when insulated, and of all feeders and other conductors, shall be so maintained that the leakage current shall not exceed one-hundredth of an ampere per mile of tramway. The leakage current shall be ascertained daily before or after the hours of running, when the "line" is fully charged. If at that test the leakage be found to exceed one-hundredth of an ampere steps shall be taken to localize and remove the leak. Should the leakage current exceed one-half of an ampere per mile of tramway, the running of the cars shall be stopped unless the leak is localized and removed within 24 hours. Provided that, where both "line" and "return" are placed within a conduit, this Regulation shall not apply.

12. *Underground cables, insulation of.*—The insulation resistance of all continuously-insulated cables used for lines, for insulated returns, for feeders, or for other purposes, and laid below the surface of the ground, shall not be permitted to fall below the equivalent of 10 megohms for a length of one mile. A test of the insulation resistance of all such cables shall be made at least once in each month.

13. *Telegraph wires, protection from induction.*—Where in any case in any part of the tramway the "line" is erected overhead and the "return" is laid on or under the ground parallel with or nearly in the same direction as any telegraph, telephone, or signalling wires, the property of the Government, the company shall, if required so to do by the Postmaster-General or the constituted authorities, provide, insert, and maintain in the company's line one or more induction coils or other apparatus mutually approved of by the Postmaster-General, the constituted authorities, and the company, for the purpose of preventing, as far as possible, disturbance of the said telegraph, telephone, or signalling wires by electric induction.

14. *Distance between line and insulated return.*—Any insulated "return" shall be placed parallel to and at a distance not exceeding 3 feet from the "line" when the "line" and "return" are both erected overhead, or 18 inches when they are both laid underground.

15. *Feeders.*—In the disposition, connexions, and working of feeders the company shall take all reasonable precautions to avoid injurious interference with any existing wires.

16. *Sparking, prevention of.*—The company shall so construct and maintain their system as to secure good contact between the motors and the "line" and "return" respectively, and shall adopt the best means available to prevent the occurrence of undue sparking at the rubbing or rolling contacts, and in the construction and use of their generator and motors.

17. *Controlling rheostat.*—In working the cars the current shall be varied as required by means of a rheostat containing at least 20 sections, or by some other equally efficient method of gradually varying resistance.

18. *Conduits.*—Where the "line" or "return" or both are laid in a conduit the following conditions shall be complied with in the construction and maintenance of such conduit:—

- (a) The conduit shall be so constructed as to admit of easy examination of and access to the conductors contained therein, and their insulators and supports.
- (b) It shall be so constructed as to be readily cleared of dust or other debris, which on no account shall be allowed to accumulate.
- (c) It shall be laid to such falls and so connected to sumps or other means of drainage as to prevent the possibility of water rising to the level of the conductors.
- (d) If the conduit is formed of metal, all separate lengths shall be so jointed as to secure metallic continuity for the passage of electric currents. Where the rails are used to form any part of a return, each length of rail shall be electrically connected by means of copper wires or strips having a sectional area of at least one-sixteenth of a square inch or by other metallic connexion of equal conductivity. Where the return is wholly insulated and contained within the conduit, the latter shall be connected to earth at the generating station through a high-resistance galvanometer suitable for the indication of any contact or partial contact of either the line or the return with the conduit.
- (e) If the conduit is formed of any non-metallic material not being of high insulating quality, and impervious to moisture throughout, and is placed within 6 feet of any pipe, a non-conducting screen shall be interposed between the conduit and the pipe of such material and dimensions as shall provide that no current can pass between them without traversing at least 6 feet of earth, or the conduit itself shall in such case be lined with bitumen or other non-conducting damp-resisting material in all cases where it is placed within 6 feet of any pipe.
- (f) The leakage current shall be ascertained daily, before or after the hours of running, when the line is fully charged, and if at any time it shall be found to exceed half an ampere per mile of tramway the running of the cars shall be stopped, unless the leak is localized and removed within 24 hours.

19. *Pressure, limit of.*—Where any part of the "line" or "return" is not continuously insulated the pressure on such "line" or "return" shall not exceed 550 volts.

20. *Lightning arresters.*—Lightning arresters of approved pattern shall be placed in the circuit of all conductors, either partly or wholly overhead, at the point where they leave the generating station.

21. *Cut-outs.*—Cut-outs of approved pattern shall be inserted in the circuit at the points where conductors for traction or other power purposes leave the generating station, and so arranged that in the event of a short circuit occurring between the "line" and "return" the current will be automatically cut off.

22. *Records to be kept.*—In order to insure the efficient working of the tramway or railway the following records shall be kept, and all such records shall be available for the information of the constituted authorities at any time:—

Daily Records.

Number of cars running.
Maximum working current.
Maximum working pressure.
Maximum current from the earth connexions (*vide* Regulation 8, section 1 of paragraph "e.")
Leakage current (*vide* Regulations 11 and 18).
Fall of potential in return (*vide* Regulation 3).

Monthly Records.

Condition of earth connexion (*vide* Regulation 7).
Insulation resistance of insulated cables (*vide* Regulation 12).

Quarterly Records.

Conductance of joints to pipes (*vide* Regulation 9).

Occasional Records.

Any tests made under provisions of Regulation 8.
Localization and removal of leakage, stating time occupied.
Particulars of any abnormal occurrence affecting the electric working of the tramway.

APPENDIX B.

NOTES ON DISTURBANCES CAUSED ON TELEPHONE LINES AT HOBART BY THE RUNNING OF THE ELECTRIC TRAMWAYS. BY R. HENRY, SUPERINTENDENT OF TELEGRAPHS IN TASMANIA.

1. There is a steady humming sound always more or less present, and varying slightly in intensity, more apparent on some lines than on others; but, although its absence would be desirable, in no case can it be said to destroy conversation, and when persons become accustomed to its presence little notice is taken of it. It is distinctly traceable to induction pure and simple, as it can be easily associated with the running of the generators.

2. An intermittent musical sound, difficult to describe, but reminding one of a steam siren at a great distance. It commences always at a comparatively low pitch, and gradually ascends until it finally disappears, as if the vibrations were too rapid to be rendered audible. It has the peculiar effect also of almost eliminating No. 1, that sound seeming to disappear as the siren increases in pitch. It does not, however, interfere much with speech. Its duration extends over a few seconds only.

3. Another disturbance is a rasping sound, very much like broken contacts with a battery through a telephone receiver, and is the most troublesome of all as regards conversation. This would appear to be caused by direct currents with irregular contacts through dirty rails, &c. It is intermittent.

4. The most annoying trouble is the dropping of the shutters of the Telephone Exchange Board, and some lines suffer considerably more than others, especially the longer ones. It is intermittent and erratic, and is, in my opinion, not so much the result of induction as of direct currents taken up by the earths of the various lines. The greater the number of cars in use, and, consequently, the larger the output of current, the greater the number of shutters affected; and on occasions when the tram current has been suddenly increased, and as suddenly interrupted—such as the short circuiting of a motor and the burning of a fuse—the effect is more severely felt, as many as 250 out of 400 shutters having come down at one time. This is, of course, an unusual number; but there are some few shutters on which the effect may be said to be chronic, while the remainder are seldom or never disturbed, except on special occasions such as previously referred to, when the effect is generally confined to between 20 and 60, depending upon the locality in which the occurrence takes place.

The resistance of the earth return seems to be much greater than it should be.

On the 5th and 8th September, 1893, the resistances of the various circuits of the electric tramway were taken as follows:—

		Line.		Earth.		Total.
5th Newtown	...	1.1 ohm	...	.4 ohm	...	1.5 ohm
8th Cascades	...	.955 "	...	.355 "	...	1.31 "
8th Sandy Bay	...	1.23 "	...	.23 "	...	1.46 "

The calculated resistance of the rails on each section, allowing 6,000 lbs. per ohm mile, is about—

Newtown	...	...	...	...	.082 ohm
Cascades	...	...	...	...	.067 "
Sandy Bay	...	...	...	...	.072 "

I have not had an opportunity of testing these resistances since, but should not be surprised to find, judging from the increased disturbing effect on the shutters, that they have increased.

The set of observations as to potential were taken on two separate dates—one fine and dry, the other heavy rain; but there did not seem to be any appreciable difference, except in the case of the telephone line to the tramway station, which gave a "right" deflection on the wet day and "left" on the dry.

A disturbed condition of the atmosphere seems to increase the effects caused by the tram currents, more especially on the approach of thunderstorms. On one occasion, although no trams were running for a portion of the time, there was a continual crackling, like an intermittent battery contact, on the whole of the lines, and lasting for about four hours.

APPENDIX C.

EXTRACT FROM PAPER ON THE HOBART ELECTRIC TRAMWAYS, FURNISHED BY
MR. A. C. PARKER, AND LAID ON THE TABLE BY MR. R. HENRY.

Routes.

1. From the corner of Park and Liverpool streets to Cascades Brewery, Macquarie-street.
Length, 210 chains ; average grade, 1 in 40.
One grade, 1 in 27 for 25 chains, another 1 in 20 for 10 chains.
One curve, 73 feet radius.
2. From corner of Macquarie and Murray streets to Sandy Bay.
228 chains, steepest grade, 1 in 24 for 6 chains.
Three curves, 67, 70, and 80 feet radius.
3. From corner of Macquarie and Elizabeth streets to South Glenorchy.
270 chains.
Grades, 1 in 16 for 6 chains, 1 in 17 for 23 chains, 1 in 20 for 4 chains, and 1 in 22 for 10 chains.
One curve of 73 feet radius.

Permanent Way.

40-lb. Vignole rails laid in pairs, joined with ordinary fish-plates, and spiked down to hardwood sleepers. A groove of $1\frac{1}{8}$ inch is allowed between the guard and running rail. Single track, with sidings, arranged for a quarter of an hour service. The whole length of one running rail is bonded throughout by copper slips riveted to the ends of each rail.

Overhead Line.

The trolley wire is of 7 m/m. steel wire, carried along the centre of the track at a height of 18 feet 6 inches by span wires of No. 8 B.W.G. steel wire, stretched from Siemens No. 8 iron poles, placed at the edge of the kerbstone on each side of the roadway at intervals of about 40 yards. The trolley wire is electrically connected by means of the span wires to feeders running on one side of the roadway, as follows:—

1. From the generating station to corner of Park and Liverpool streets, 1 wire of 7 strands 2·3 m/m. diameter bare copper wire.

2. From the generating station to Murray-street, 4 wires of 19 strands, 3 m/m.; from Murray-street along Macquarie-street for 2,090 yards, 2 feeders, 19 and 7 strands respectively ; thence for 800 yards, 1 of 19 strands ; and thence to terminus, 1 of 7 strands ; all of 2·3 m/m. bare copper wire ; resistance of circuit, 1·31 ohm.

3. From Murray-street for 1,470 yards, 2 wires of 19 strands ; thence for 800 yards, 2 wires of 19 and 7 strands respectively ; thence for 1,000 yards, 1 wire of 19 strands ; and thence to terminus at Sandy Bay, 1 wire of 7 strands ; all 2·3 m/m. bare copper wire ; resistance, 1·46 ohm.

4. From corner of Macquarie and Elizabeth streets, 2 wires of 19 strands for 1,444 yards ; thence 2 wires of 19 and 7 strands for a similar distance ; thence and again for 1,444 yards, 1 wire of 19 strands ; and thence to terminus at South Glenorchy ; 1 of 7 wires all of 2·3 m/m. bare copper wire ; resistance 1·5 ohm. All feeders running parallel are electrically connected together to form one conductor.

The generating station is supplied with three of Siemens Bros. H.B. 21/36 dynamos, capable of giving an output of 250 amperes each at 500 volts, with a speed of 350 revolutions per minute, coupled direct with Willan and Robinson's engines, each of 200 horse-power. Only two generators and engines are used for the regular traffic, the third being kept in reserve.

The cars are four wheeled, double deckers, with seating for 48 persons, each car being fitted with two of Siemens Bros'. $12\frac{1}{2}$ horse-power motors coupled in series.

The tramway was opened for traffic on 21st September, 1893, the ordinary service being one car starting from each terminus every quarter of an hour, or twelve in all. On special occasions when the traffic required it two or even three cars were run close together without difficulty.

The number of car miles run during the first twelve months were 351,741 miles, carrying 1,432,899 persons. General and inclusive expenses during the last six months of the year, 6·64 pence per car mile.

RETURNS RELATIVE TO THE TELEGRAPH SERVICE.

VICTORIA, 1894.

TELEGRAPH STATISTICS, 1894.

Total Miles of Line on 31st December, 1894	39631 ¹ ₄
" " Wire " "	9328 ¹ ₂
Number of Stations—	
Government	387
Railway Commissioners	397
	784
Net Receipts year 1893-4	£96,596

JAMES SMIBERT.

NEW SOUTH WALES, 1894.

Number of Telegraph Stations (including Public Telephone Offices)	830
Miles of Line-wire	27,450
Miles of Line	12,165
Total cost of construction to 31st December, 1893	£820,822

INLAND AND INTERCOLONIAL.

Approximately—	
Number of Messages transmitted (including about 300,000 O.H.M.S.)	2,200,000
Revenue (including £20,000, approximate value of O.H.M.S. business)..	£138,179

INTERNATIONAL.

Messages transmitted—Number	16,650
Value	£50,680
Messages received—Number	15,000
Value .....	...
Net Revenue to New South Wales	£3155

TELEPHONES.

Number	3382
Amount received in 1894 for Telephones	£20,290

Postal and Electric Telegraph Department,
General Post Office,
Sydney, 4th February, 1895.

SOUTH AUSTRALIA, 1894.

Number of Telegraph and Telephone Offices	250
Length of Lines (Telegraph)	5335½ miles.
Ditto (Telephone)	244 "
Length of Wires (Telegraph)	10,926 "
Ditto (Telephone)	2244 "
Number of Messages, Local	402,776
Receipts, ditto	£17,315
Number of Messages (Intercolonial)	241,008
Receipts, ditto	£16,730
Number of Cable Messages, all Colonies—	
Forwarded, 44,989 ; Received, 44,892.....	89,881
Gross Receipts, ditto	£304,150
South Australia's Proportion.....	£34,700
Number of Post Offices	646
Ditto Money Order Offices	184
Postal Receipts (including Money Order, £4439)	£118,702
Value of Money Orders issued.....	£226,160
Ditto, paid.....	£219,509
Value of Postal Notes issued to Post Offices.....	£68,550
Ditto paid	£66,506

C. TODD,
Postmaster-General and Superintendent of Telegraphs.

QUEENSLAND, 1894.

RETURN RELATIVE TO THE TELEGRAPH SERVICE, 1894.

On 31st December, 1894—	
Number of Telegraph Stations	362
Miles of Line Wire.....	17,812
Miles of Line	9989
Total Cost of Construction to date	£845,885
Approximately—	
Number of Messages transmitted "Cash"	737,536
Number of Messages transmitted "O.H.M.S."	77,938
Value of O.H.M.S.....	£7971 0s. 10d.

INTERNATIONAL.		£	s.	d.
Number of Messages transmitted.....	912—Value	2982	3	9
Number of Messages received	951— "	2428	12	6
		£5410	16	3

Nett Revenue to Queensland, or proportion of value in favour of Queensland, £180 1s. 4d.

TELEPHONES.

Number of Telephones	741
Amount received in 1894	£4742 17s. 7d.

JOHN M'DONNELL,
Under Secretary Post and Telegraph Department and Superintendent of Telegraphs.

NEW ZEALAND, 1894.

New Zealand Telegraph Service, 31st December, 1894.

Number Telegraph Stations.....	691
Miles of Line Wire	14,481
Miles of Line	5958
Total Expenditure on all Lines (Telegraph and Telephone) to 31st December, 1894	£689,914 19s. 8d.
Number of Messages transmitted for Cash	1,816,296
Revenue.....	£86,894 10s. 8d.
Number of Messages transmitted O.H.M.S.	230,543
Value of Messages O.H.M.S.....	£26,075 14s. 2d.
International:—	
Messages transmitted, No. 5591. Value	£21,758 0s. 2d.
Messages received, No. 5354.	
Telephone Exchanges:—	
Number of Telephones on 31st December, 1894	4477
Amount received in 1893.....	£21,105 14s. 10d.
Ditto 1894.....	£23,100 14s. 8d.

J. G. WARD.

TASMANIA, 1894.

TELEGRAPH STATISTICS, 1894.

Total Miles of Line on 31st December, 1894	1435
Total Miles of Wire on 31st December, 1894	2402
	<u> </u>
Number of Stations—	
Government	152
Railway Department	60
	<u> </u>
	212
	<u> </u>
Net Receipts for Year 1894.....	£10,834
	<u> </u>

INTERNATIONAL TELEGRAPH TRAFFIC AND GUARANTEES.

Papers tabled by the Hon. J. A. COCKBURN.

SOUTH AUSTRALIAN AND E.E.A. & C. TELEGRAPH COMPANY'S GUARANTEES.

Month.	SOUTH AUSTRALIAN GUARANTEE. Revenue guaranteed, £37,552.				E.E.A. & C. TELEGRAPH COMPANY'S GUARANTEE. Revenue guaranteed, £237,736. Half Loss borne by Colonies.			
	1891-2.		1892-3.		1891-2.		1892-3.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
May	2127 8 9	2265 11 9	4336 9 6	2639 0 0	14,450 7 9½	15,099 18 10	25,913 9 5	16,113 0 2½
June	2106 13 2	2244 19 2	3796 16 0	2737 9 7	14,291 19 3	15,130 11 2½	22,919 14 2½	16,593 9 2
July	2179 15 8	2264 15 11	3422 6 1	2577 11 2	14,612 6 1	15,122 3 8	20,408 2 10	15,705 16 4
August	2187 10 4	2168 7 10	2978 1 6	2759 16 2	14,986 18 0½	14,694 11 11½	18,046 2 0	16,986 10 3
September	2235 18 10	2167 7 7	2937 18 4	2785 5 6	14,981 14 2	14,669 6 5	18,102 2 6½	17,275 13 8½
October ...	2408 16 3	2377 15 8	2642 8 11	3447 2 2	16,456 18 2½	16,276 6 4	17,628 9 11	21,763 15 3
November ..	2234 2 0	2459 8 10	2797 7 5	3590 18 9	15,262 17 8	16,841 8 5	18,483 9 11	23,705 15 2½
December ..	2187 13 0	2299 3 9	2659 0 7	3079 14 6	15,097 18 9½	16,065 19 7½	16,379 15 6	20,467 3 4½
January ...	2424 14 8	2889 3 8	2893 4 1		16,351 4 11	17,328 9 2½	17,523 8 5½	
February...	2178 0 1	2736 17 9	2802 5 5		14,890 14 10	16,484 7 2½	16,977 8 11½	
March	2478 7 0	2836 19 6	2743 14 0		16,313 1 3	17,201 7 11½	16,487 18 9½	
April	2388 6 11	3166 12 3	2720 5 4		15,000 15 5½	19,255 15 9½	16,483 11 11	
TOTALS...	27,137 6 8	29,877 3 8	36,729 17 2		182,696 16 5½	194,180 6 7½	225,353 14 5½	

General Post Office, Adelaide,
28th January, 1895.

C. TODD,
Postmaster-General and Superintendent of Telegraphs.

STATEMENT SHOWING AUSTRALASIAN INTERNATIONAL TELEGRAPH TRAFFIC WITH EUROPE AND THE EAST.

Month.	Total Number of Words to and from all Colonies.					Total Number of Messages to and from all Colonies.				
	1890.	1891-2.	1892-3.	1893-4.	1894-5.	1890.	1891-2.	1892-3.	1893-4.	1894-5.
May	67,319	95,438	105,860	163,423	99,385	4882	6749	6867	8541	6983
June	62,930	95,390	105,859	142,639	103,191	4852	6556	7177	7683	7150
July	63,915	101,783	105,666	130,423	97,509	5277	7018	7074	7361	6596
August	62,563	102,371	102,767	109,991	102,790½	5155	6941	6950	7383	7177
September	60,295	103,356	102,410	109,285	105,186	4989	6855	6907	7499	7077
October	73,928	112,948	113,717	104,725	130,424½	5886	7543	7681	7348	8632
November	79,334	105,546	119,390	109,120	145,481	6065	7235	8034	8034	9481
December	65,846	105,684	113,068	97,088	124,568	5513	7101	7864	7137	8502
January	68,628	113,144	107,545	107,142½	..	5468	7892	7826	7477	..
February	61,926	104,416	101,775	102,722	..	4798	7050	7159	7369	..
March	64,818	118,469	104,424	102,827½	..	5183	7764	7519	6901	..
April	62,415	116,646	120,855	102,015	..	4841	6870	7611	7038	..
Totals	793,917	1,275,191	1,303,336	1,381,400½	..	62,909	85,574	88,669	89,771	..

General Post Office, Adelaide,
28th January, 1895.

C. TODD,
Postmaster-General and Superintendent of Telegraphs.

AUSTRALIAN GUARANTEE FUND.

	£	£	£
Amount to be guaranteed.....	...	...	237,736
Revenue for 8 months.....	...	148,611	
Average per month.....	18,530		
(Approximate) Revenue for the remaining 4 months.....	...	74,120	
			222,731
Deficiency .....	...	...	£15,005
Amount to be made up by Colonies (one half)	...	...	£7500

SOUTH AUSTRALIAN LAND LINE FUND.

	£	£	£
Amount to be guaranteed.....	...	...	37,552
Revenue for 8 months.....	...	23,617	
Average per month.....	2984		
(Approximate) Revenue for the remaining 4 months.....	...	11,935	
			35,552
Deficiency .....	...	...	£2000

The Colonies making up the following payments:—

	To the Guarantee Fund.	To the South Australia Fund.	TOTAL AMOUNT.
	£ s. d.	£ s. d.	£ s. d.
South Australia.....	704 17 0	187 19 3	892 16 3
Victoria.....	2508 11 1	668 19 0	3177 10 1
Tasmania.....	322 12 6	86 0 8	408 13 2
New South Wales.....	2490 11 7	664 3 1	3154 14 8
Western Australia.....	109 10 3	29 4 0	138 14 3
New Zealand.....	1363 17 7	363 14 0	1727 11 7
TOTAL.....	7500 0 0	2000 0 0	9500 0 0

C. TODD,
Postmaster-General and Superintendent of Telegraphs.

INTERNATIONAL TELEGRAPH TRAFFIC.

Total Receipts.

	1889.	1891-2.	1892-3.	1893-4.	For 8 Months 1894-5.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
May	26,396 11 7	20,586 8 7	21,057 2 8	35,757 4 8	22,630 4 7
June	25,556 11 2	20,037 17 2	21,141 3 2	31,791 17 5	23,157 12 6
July	26,418 4 1	20,516 9 10	21,266 19 4	28,125 5 9	21,947 1 0
August	25,992 13 0	21,158 6 4	20,671 5 9	25,084 7 6	23,971 18 3
September	25,185 18 1	21,112 13 7	20,802 15 8	25,274 14 9	24,038 6 10
October	31,423 12 3	23,067 5 1	23,005 0 10	24,577 4 3	30,463 17 2
November	32,497 19 10	21,397 11 8	23,656 13 4	25,672 19 0	32,846 2 9
December	27,603 5 11	21,206 14 2	22,645 15 7	22,843 9 10	28,357 7 2
		1892.	1893.	1894.	
January	27,329 14 10	23,077 16 4	24,070 7 11	24,419 8 5	
February	24,739 9 6	20,784 12 7	22,837 15 6	23,839 7 4	
March	26,571 7 1	22,859 3 9	23,976 0 11	22,910 15 11	
April	24,920 17 0	20,825 5 1	26,638 19 2	22,925 9 8	
TOTAL	324,636 4 4	256,633 4 2	271,769 19 10	313,222 4 6	207,412 10 3

Showing the Total Receipts (to and from each Colony) as above.

	1889.	1891-2.	1892-3.	1893-4.	For 8 Months 1894-5.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South Australia.....	39,067 5 5	34,695 0 7	37,545 0 11	41,059 13 11	34,792 15 11
Victoria	119,630 7 0	103,363 13 6	108,491 8 7	126,453 16 5	68,723 4 8
Tasmania	3543 6 9	3344 9 11	2729 8 11	2566 19 3	1291 1 11
New South Wales.....	85,306 17 2	76,594 14 11	83,853 11 7	91,473 2 9	61,806 5 2
New Zealand.....	48,156 19 11	24,024 7 0	26,472 8 2	38,650 2 4	25,504 1 9
Queensland	24,755 8 5	8820 7 4	7542 8 4	7664 10 5	4239 18 10
Western Australia	4125 19 8	5790 10 11	5135 13 4	5353 19 5	11,055 2 0
TOTAL	324,636 4 4	256,633 4 2	271,769 19 10	313,222 4 6	207,412 10 3

GUARANTEE FUNDS.

STATEMENT showing the Amount contributed by each of the Australian Colonies (including Tasmania and New Zealand) towards the various Guarantee Funds from the commencement to the 30th April, 1895.

Guarantee to		Victoria.	N. S. Wales.	New Zealand.	South Australia.	Tasmania.	West Australia.	TOTALS.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Cable Company.</i>	1st year ending 30 April, 1892	11,250 13 4	11,170 1 1	...	3161 4 3	1446 18 10	491 2 6	27,520 0 0
	2nd ditto..... 1893	8569 0 0	8509 0 0	815 0 0	2408 0 0	1102 0 0	375 0 0	21,778 0 0
	3rd ditto..... 1894	2071 0 0	2056 0 0	1126 0 0	582 0 0	266 0 0	90 0 0	6191 0 0
	4th ditto..... 1895	2508 11 1	2490 11 7	1963 17 7	704 17 0	322 12 6	109 10 3	7500 0 0
	(Revenue guaranteed, £237,736.)	24,399 4 5	24,225 12 8	3304 17 7	6856 1 3	3137 11 4	1065 12 9	62,989 0 0
<i>South Australia.</i>	1st year ending 30 April, 1892	4257 16 9	4227 6 7	...	1196 7 4	547 12 0	185 17 4	10,415 0 0
	2nd ditto..... 1893	3072 0 0	3050 0 0	162 0 0	862 0 0	395 0 0	134 0 0	7675 0 0
	3rd ditto..... 1894	275 0 0	273 0 0	150 0 0	77 0 0	35 0 0	12 0 0	822 0 0
	4th ditto..... 1895	668 19 0	664 3 1	363 14 0	187 19 3	86 0 8	29 4 0	2000 0 0
	(Revenue guaranteed, £37,552.)	8273 15 9	8214 9 8	675 14 0	2323 6 7	1063 12 8	361 1 4	20,912 0 0
<i>Tasmania.</i>	1st year ending 30 April, 1892	1717 0 8	1704 14 8	...	482 9 1	220 16 6	74 19 1	4200 0 0
	2nd ditto..... 1893	1717 0 8	1704 14 8	...	482 9 1	220 16 6	74 19 1	4200 0 0
	3rd ditto..... 1894	1717 0 8	1704 14 8	...	483 9 1	220 16 6	74 19 1	4200 0 0
	4th ditto..... 1895	1717 0 8	1704 14 8	...	482 9 1	220 16 6	74 19 1	4200 0 0
	(Subsidy guaranteed, £4200.)	6868 2 8	6818 18 8	...	1929 16 4	883 6 0	299 16 4	16,800 0 9
<i>New Zealand.</i>	4 months ending 30 April, 1893	734 16 9	729 11 6	399 10 6	206 9 6	94 10 2	32 1 7	2197 0 0
	1st year ditto..... 1894	2432 5 11	2414 17 4	1322 8 5	683 8 6	312 16 4	106 3 6	7272 0 0
	2nd ditto..... 1895	2497 3 8	2479 5 9	1857 14 0	701 12 2	321 3 3	109 0 2	7466 0 0
	(Revenue guaranteed, £26,258.)	5664 6 4	5623 14 7	3079 12 11	1591 11 2	728 9 9	247 5 3	16,935 0 0

(Approx.)

(Approx.)

C. TODD, Postmaster-General and Superintendent of Telegraphs.

DUPLICATE CABLE SUBSIDY.

APPORTIONMENT on basis of Census Populations of 5th April, 1891.
(Current on this basis until the 31st December, 1896).

Colony.	Amount.		
	£	s.	d.
Victoria.....	13,245	13	11
New South Wales	13,150	15	10
South Australia	3721	15	6
Tasmania	1703	10	6
West Australia.....	578	4	3
	<u>£32,400</u>	<u>0</u>	<u>0</u>

The 20 years' agreement expires on January 25th, 1900.

C. TODD,
Postmaster-General and Superintendent of Telegraphs.

NEW ZEALAND-SYDNEY CABLE GUARANTEE.

Papers tabled by the Hon. J. G. WARD, M.H.R.

STATEMENT of Traffic for period from 1st May to 31st December, 1894.

	£	s.	d.
Amount guaranteed to Cable Company.....	26,258	0	0
Two-thirds thereof equals.....	£17,505	6	8
The actual receipts by the Cable Company during the above period were	7550	10	1
Showing a loss to the Cable Company of.....	9954	16	7
Say.....	<u>£9955</u>	<u>0</u>	<u>0</u>
The apportionment of this loss is as follows:—			
Cable Company bears $\frac{1}{4}$	2489	0	0
New Zealand bears $\frac{3}{4}$	7466	0	0
	<u>£9955</u>	<u>0</u>	<u>0</u>
New Zealand's $\frac{3}{4}$ share is divided thus:—			
N.Z. solus pays $\frac{1}{3}$ ($=\frac{1}{4}$ of total loss) or	2489	0	0
The contributing Colonies (including N.Z.) pay $\frac{2}{3}$ ($=\frac{3}{4}$ of total loss)	4977	0	0
	<u>£7466</u>	<u>0</u>	<u>0</u>

The contributing Colonies' proportion divided on the basis of Population is—

Colony.	Population (Census April, 1891.)	Amount.		
		£	s.	d.
Victoria	1,140,405	1664	13	6
New South Wales	1,132,234	1652	15	0
New Zealand	620,030	905	1	6
South Australia	320,431	467	14	10
Tasmania.....	146,667	214	1	10
Western Australia ..	49,782	72	13	4
	<u>3,409,549</u>	<u>£4977</u>	<u>0</u>	<u>0</u>

J. G. WARD.

NEW ZEALAND-SYDNEY CABLE GUARANTEE.

STATEMENT of Estimated Traffic for the year ending 30th April, 1895.

	£	s.	d.
Amount guaranteed to Cable Company	26,258	0	0
The estimated Receipts by the Cable Company for the above period are	11,326	0	0
Showing a loss to the Cable Company of	£14,932	0	0
The apportionment of this loss is as follows :—			
Cable Company bears $\frac{1}{4}$	3,733	0	0
New Zealand bears $\frac{3}{4}$	11,199	0	0
	£14,932	0	0
New Zealand's share is divided thus :—			
New Zealand solus pays $\frac{1}{3}$ (= $\frac{1}{4}$ of total loss).....	3,733	0	0
The contributing Colonies (including New Zealand) pays $\frac{2}{3}$ (= $\frac{1}{2}$ of total loss)	7,466	0	0
	£11,199	0	0

The contributing Colonies proportion divided on the basis of Population is :—

Colony.	Population (Census April, 1891.)	Amount.		
		£	s.	d.
Victoria	1,140,405	2,497	3	8
New South Wales	1,132,234	2,479	5	9
New Zealand	620,030	1,357	14	0
South Australia	320,431	701	13	2
Tasmania.....	146,667	321	3	3
Western Australia	49,782	109	0	2
	3,409,549	£7,466	0	0

J. G. WARD.

WELLINGTON CONFERENCE, MARCH, 1894.

Papers tabled by the Hon. J. G. WARD, M.H.R.

OCEAN PENNY POSTAGE.

(Service Telegram).

Wellington, 24th March, 1894.

Postmaster General, London.

POSTAL Conference at final sitting passed Resolution against Penny Letter Postage United Kingdom and Colonies, and requested me cable decision. This has been done through Reuter, who will forward you copy Resolution.

J. G. WARD, President.

SIR,

17th April, 1894.

I HAVE the honor to confirm my cablegram to you on the 24th ultimo, advising that a copy of the Resolution in reference to the question of Penny Postage from the United Kingdom to the Australasian Colonies, passed at the final sitting of the Intercolonial Postal and Telegraph Conference held in New Zealand last month, had been cabled to you through Reuter's Telegram Company, and append herewith copy of the Resolution :—

“That, with regard to the proposals from time to time made for Penny Postage between Great Britain and the Colonies, and, more recently, that such be adopted for letters from the United Kingdom, leaving the rate from the Colonies as at present, this Conference, while recognising the desirableness of adopting the lowest possible rate, desires to express the opinion that the heavy cost of providing speedy and regular communication does not admit of any further reduction being made at the present time, the reduction to $2\frac{1}{2}d.$ in 1891 having resulted in an annual loss to the Colonies of about £40,000; and that the partial reduction proposed, namely, in the rate from Great Britain, would be most undesirable, as such a measure would compel the Colonies to reduce their inland and intercolonial rates from $2d.$ to $1d.$, involving a probable loss to them of a quarter of a million per annum, in addition to that already mentioned as the result of the reduction to $2\frac{1}{2}d.$; and that a copy of the foregoing be transmitted to the Imperial Government.”

The Resolution was proposed by the Postmaster-General of New South Wales, and seconded by the Postmaster-General of Victoria, and approved by all the Representatives except myself, I dissenting on behalf of New Zealand.

So soon as the Report of the Conference proceedings has been revised six copies will be sent you.

I have, &c.

J. G. WARD, President.

Hon. the Postmaster-General, London.

SIR,

General Post Office, London,
1st June, 1894.

I AM directed by the Postmaster-General to acknowledge the receipt of your letter of the 17th April last, No. P.G. 94/1557A., and to thank you for communicating to him the Resolution recently passed by the Intercolonial Postal and Telegraph Conference against the adoption of Penny Postage from the United Kingdom to the Australasian Colonies.

I am, &c.

H. BUXTON FORMAN.

The President, Postal and Telegraph Conference,
Wellington.

OCEAN MAIL SERVICES.—SAN FRANCISCO MAIL SERVICE.

The Hon. the President of the Postal and Telegraph Conference, New Zealand,
to the Hon. the Postmaster-General, Washington.

Postal and Telegraph Conference, Wellington, New Zealand, 1894.
General Post Office, Wellington, 17th April, 1894.

SIR,

I HAVE the honor to send you herewith (enclosure No. 1.) copy of a Resolution in relation to the San Francisco Mail Service, passed by the Australasian Postal and Telegraph Conference, which sat in this city last month. You will observe that the terms of the Resolution refer both to the

desire of these colonies for the continuance of a service performed through United States territory, and also to the inadequate support accorded the San Francisco service hitherto by your Government, and the prohibitive charges for the United States transit with which, in maintaining it through the now long period of years during which it has been regularly carried on, this colony in particular has had to contend.

Negotiations for the proposed renewal of the service should be set on foot almost immediately, and I shall be glad to learn from you, at as early a date as possible, whether your Government can see its way to increase its payment in aid of the service. I shall also be glad to hear at the same time that your Administration will make an endeavour to have the excessively heavy charges for the United States railroad transit materially reduced. How heavy and entirely disproportionate these charges are you will best gather from the accompanying table (enclosure No. 2.), comparing the Postal Union territorial rates with those levied in the United States. I may say that the Resolution as here communicated to you is the same in effect as was passed at the similar Conference held in Brisbane last year.

I have, &c.
J. G. WARD, President.

The Hon. the Postmaster-General, Washington, D.C.

Enclosure 1.

EXTRACT from the Report of the Proceedings and Debates of the Postal and Telegraph Conference, held in Wellington, New Zealand, in March, 1894. (Tuesday, 6th March, 1894.)

Resolved,—That, in the opinion of this Conference, it is desirable that a four-weekly service *via* San Francisco be continued, and that strong representations be again made to the United States Government, pointing out the inadequate support given to the service by them, and urging for an increased payment in support of the line, and that further representations be made to obtain a reduction in the heavy overland charges.

Enclosure 2.

STATEMENT showing the Postal Union Territorial Rates compared with the American Territorial Rates, and the difference between them.

Class of Correspondence.	Union Territorial Transit Rates.*	American Territorial Transit Rates.†	Difference.
Letters	8·64 <i>d.</i> per pound	27·5 <i>d.</i> per pound	18·86 <i>d.</i> per pound.
Other articles	1·08 <i>d.</i> „	8·5 <i>d.</i> „	7·42 <i>d.</i> „

* Article IV., § 3, Section I., Universal Postal Union. † Postmaster-General's Report, 1892, XII.

The Superintendent of Foreign Mails, Washington to the Hon. the Postmaster-General, Wellington.

Post Office Department, (Office of Foreign Mails),
Washington, D.C., 8th June, 1894.

SIR,
I HAVE the honor, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 17th April, enclosing copy of a Resolution in relation to the San Francisco Mail Service passed by the Australasian Postal and Telegraph Conference which convened in the City of Wellington in the month of March last, and of which you were the President, which Resolution calls attention to "the inadequate support" given by the Government of the United States to the steamship service between San Francisco and Auckland, and urges an increased payment to the steamship line and a reduction in the overland transit charges.

In reply I am directed to inform you that the payments now being made to the steamship company are the maximum allowable under existing laws, that said payments cannot be increased, and that the rates charged for the transit between New York and San Francisco cannot be reduced without further legislative authority, which authority cannot be hoped for at present in view of other important measures pressing upon the attention of Congress, and the short time that probably remains before its adjournment.

The Postmaster-General appreciates the value of the regular mail communication with the Colonies by means of steamers sailing from San Francisco to Auckland, and is disposed to exercise to the fullest extent the powers vested in him by law in order to encourage and promote the

service ; but, until additional legislation shall enlarge those powers, he will be without authority to increase the payments to the steamship company, or to reduce the charges for the transit between New York and San Francisco.

I am, &c.

N. M. BROOKS, Superintendent of Foreign Mails.

The Hon. J. G. WARD,
Postmaster-General, Wellington, N.Z.

POSTAGE ON CIRCULARS FROM THE UNITED KINGDOM.

18th April, 1894.

SIR,

I HAVE the honour to inform you that at the Australasian Postal and Telegraph Conference, which commenced its sittings at Wellington last month, the question was brought forward "whether the Colonies might not fairly object to deliver English packets prepaid $\frac{1}{2}d.$ while $1d.$ is levied in the Colonies," and it was directed that "a request be addressed from this Conference to the authorities of the London Post Office to assist the Colonies in this respect." In bringing the matter under your notice I have to point out that the Australian Colonies have to deliver large quantities of British trade circulars on which only $\frac{1}{2}d.$ postage is paid, while the minimum rate levied by the Colonies on similar matter is $1d.$ Owing to the comparatively small quantity of such matter for England from Australia the system of unequal rates works unfairly, and it is found that the Colonies lose both in trade and postage through large numbers of circulars from Australian firms being printed as well as posted in England. I shall therefore be glad to learn whether your office will consider the desirableness of raising the postage rate for circulars for the Colonies from $\frac{1}{2}d.$ to $1d.$ for every two ounces, so as to make it uniform with the rate charged on such matter from the Australian Colonies.

I should add that the recommendation of the Conference was not endorsed by me on behalf of this Colony, the minimum rate for circulars from New Zealand being the same as that charged in the United Kingdom.

I have, &c.

J. G. WARD, President.

The Hon. the Postmaster-General, London.

General Post Office, London, 1st June, 1894.

SIR,

I AM directed by the Postmaster-General to acknowledge the receipt of your letter of the 18th April last, in which, on behalf of the Australasian Postal and Telegraph Conference, you enquire whether this Department will consider the question of raising the postage chargeable upon circulars from the Colonies from $\frac{1}{2}d.$ to $1d.$ for every 2 ounces, so as to make it uniform with the rate charged in Australia.

Mr. Arnold Morley learns with regret that inconvenience is caused to the Australian Post Offices by the difference existing between the British and Colonial rates of postage for printed matter, but he desires me to point out that the rate chargeable here is but the simple Postal Union rate—that it has been uniformly adopted for all classes of printed matter, including newspapers—and that it applies not only to the Australasian Colonies but to all other parts of the Empire, and indeed to all destinations outside the United Kingdom.

For these reasons, while far from ignoring or underrating the temporary inconvenience sustained by the Colonial Post Offices so long as they are not in a position to follow this Department in adopting the Union rate in its simplicity, the Postmaster General finds himself unable to take a step the result of which would be to deprive the public here of the great benefit of uniform postage to which they have now become accustomed.

I have, &c.

H. BUXTON FORMAN.

New Zealand,

General Post Office, Wellington, 5th September, 1894.

SIR,

I HAVE the honour to acknowledge the receipt of your letter of the 1st June, No. 182 U., addressed to myself as the President of the late Postal and Telegraph Conference, in reply to the letter of the 18th April last.

I note that your Department does not see its way to raise the rate of postage chargeable on circulars for the Colonies from $\frac{1}{2}d.$ to $1d.$ for every 2 ounces, and I have forwarded a copy of your reply to the Australian Post Offices.

I have, &c.

J. G. WARD, Postmaster-General.

The Secretary, General Post Office, London.

PACIFIC CABLE.

The Hon. the President, Postal and Telegraph Conference, Wellington,
to the Hon. the Premier, Ottawa.

Post and Telegraph Conference, Wellington,
New Zealand, 18th April, 1894.

SIR,

I HAVE the honor to forward herewith copy of a Resolution in relation to the proposed Canadian-Pacific cable, passed at the Australasian Postal and Telegraph Conference, which commenced its sittings at Wellington on the 5th ultimo.

You will observe that the terms of the Resolution suggest that the countries interested in securing cable communication between Canada and the Australasian Colonies should join in guaranteeing for fourteen years a sum of £72,000 per annum—the amount of interest on the proposed capital—to any company undertaking the laying of a Pacific cable by either of the routes mentioned; and the Representatives to the Conference, with the exception of those from South and West Australia, will recommend their Governments to this effect. I have accordingly to ask whether your country will be prepared to join the Colonies in the proposed guarantee, and, if so, I venture to express the hope that the interests of your country will admit of your Government being able to affirm its determination to bear a substantial proportion of the cost. I shall also be glad to hear at the same time that you will co-operate with the Colonies in securing the assistance of the Imperial Government in the guarantee.

I have, &c.

J. G. WARD, President.

The Hon. the Premier, Ottawa, Canada.

Resolution—Canadian Pacific Cable.

Resolved—"That, considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the Representatives of the respective Colonies assembled at this Conference recommend their Governments to consider the desirability of entering into a guarantee with the other countries interested, for a period not exceeding fourteen years, and to guarantee interest at 4 per cent. on a capital of not more than £1,800,000 to any company undertaking the laying of a Pacific Cable; the tariff not to exceed 3s. per word for ordinary telegrams, 2s. per word for Government telegrams, and 1s. 6d. per word for Press telegrams, to and from Great Britain and the Colonies; and that the United Kingdom be asked to join in the guarantee; the routes to be either of the following:—Brisbane to Ahipara Bay (New Zealand,) Ahipara Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Island, Sandwich Island to Vancouver; or from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver."

The Hon. the Premier, Ottawa, to the Hon. the President of the
Postal and Telegraph Conference, Wellington.

Office of the Minister of Justice,
Ottawa, 16th May, 1894.

DEAR SIR,

In reply to your letter of the 18th April, which I have just received, I beg to say that the Government of Canada has not formulated any policy guaranteeing aid to the proposed trans-Pacific cable. The matter will no doubt be fully discussed at the coming Conference to be held here next month, but in the meantime no assurance can be given that the Canadian Government will be in a position to make any appropriation in aid of the project.

Yours, &c.

JNO. S. D. THOMPSON.

The Hon. J. G. WARD, President, Postal Telegraph Conference,
Wellington, New Zealand.

The Hon. the President of the Postal and Telegraph Conference, New Zealand,
to the Railway Companies in the United States.

Postal and Telegraph Conference, New Zealand, 1894.
Wellington, 18th April, 1894.

SIR,

I HAVE the honor to forward herewith copy (see enclosure in letter to Postmaster-General, Washington), of a Resolution passed by the Australasian Postal and Telegraph Conference which sat in this city last month.

The Resolution refers, you will perceive, to the very heavy charges which have to be paid for the United States territorial transit on closed mails from the Colonies. It is with reference to those that I am desired to submit for your consideration the accompanying table showing the difference between the Postal Union territorial transit rates and those levied by the railroad companies of the United States, and to

express the hope that the way may be seen towards materially reducing the latter, and thus affording substantial relief to this Colony, the one principally concerned in the maintenance of the San Francisco service. Action in this direction would undoubtedly directly conduce towards the continuance of a service which has at present the support, notwithstanding the disadvantages of excessive charges and a rival route, of a large section of the mercantile community of this country, whose wishes the Postmaster-General is in every way himself disposed to second.

The Resolution I now submit, bespeaking for it your most earnest consideration, is effectually the same as that passed by the same body at its meeting in Brisbane, Queensland, last year. I beg the favour of a reply at your earliest convenience.

I have, &c.

J. G. WARD, President.

JOHN M. TOUCEY, Esq.,
General Manager, New York
Central Railroad, New York
City.

A. N. TOWNE, Esq.,
General Manager, Southern
Pacific Co., 4th and Town-
send-streets, San Francisco,
Cal.

E. DICKINSON, Esq.,
General Manager, Union
Pacific Co., Omaha, Ne-
braska.

JOHN NEWELL, Esq.,
General Manager, Lake Shore
and Michigan Southern
Railroad, Cleveland, Ohio.

General Manager,
Chicago and North-Western
Railroad, Chicago, Ill.

JOSEPH WOOD, Esq.,
General Manager, Pennsylv-
ania Line, Pittsburgh,
Penn.

The Resident Agent for New Zealand, San Francisco, to the Secretary,
General Post Office, Wellington.

San Francisco, California,
31st May, 1894.

SIR,

I have the honor to acknowledge the receipt of your communication of the 17th April, enclosing communications for the managers of the various railroads engaged in the transportation of the New Zealand mails from San Francisco to New York.

* * * * *

I have also thought it advisable to accompany these letters with a communication (a copy of which is enclosed), in an endeavour to make rather a more prominent stress on the matter of competition with the Canadian Pacific, because I consider that will be our greatest leverage to accomplish the object sought.

~~FORWARD~~ In response to these communications I have only received one reply: the others doubtless have been forwarded direct to New Zealand. The communication received (now enclosed) is from the General Manager of the Southern Pacific Company, whose headquarters are in this city. From this communication you will observe that that Company is of the opinion that nothing can be done in the direction of reduction of transit charges except through the United States Government. The question of identity of mail-matter is, of course, one which is not of any importance, as all Australian mails have an entirely distinct exterior to those originating in the United States.

* * * * *

I have, &c.

H. STEPHENSON SMITH, Resident Agent.

W. GRAY, Esq., Secretary,
General Post Office, Wellington, N.Z.

Enclosure 1.

The Resident Agent for New Zealand, San Francisco, to the General Managers
of United States Railway Companies.

San Francisco, California, 12th May, 1894.

SIR,

By direction of my Government, I have the honor to enclose for your information a communication from the President of the Intercolonial Postal Convention, held at Wellington, New Zealand, in April last, with enclosures, having reference to the question of the reduction in transit charges for the conveyance of the British mail from Australia to the United Kingdom and return.

The difference in transit charges, as shown by the enclosed papers, is most marked, and it is sincerely to be hoped that you may see your way to make a concession, in order to strengthen the hands of the New

Zealand Government, who, notwithstanding the very strong pressure brought to bear to relinquish the American service in favour of the Canadian line, is still favourably disposed towards maintaining a service which is of more or less benefit to the American transcontinental railroads.

Soliciting your earnest consideration of the enclosed communication,

I am, &c.

H. STEPHENSON SMITH, Resident Agent.

JOHN M. TOUCEY, Esq., General Manager New York
Central Railroad, New York [and other General Managers].

Enclosure 2.

The General Manager, Southern Pacific Railway Company, San Francisco,
to the Resident Agent for New Zealand.

San Francisco, California, 15th May, 1894.

DEAR SIR,

MANY thanks for your favour of the 12th instant, with enclosure from the President of the New Zealand Postal and Telegraph Conference, relating to cost of transportation of mails across the United States.

Section 802 of Postal Laws and Regulations reads: "The Postmaster-General may make any arrangements he may deem just and expedient for allowing the mails of Canada or any other country adjacent to the United States to be transported over the territory of the United States," etc.

We have no way for indentifying the New Zealand mails, as they are carried under the general arrangement which we have with the United States Government, and their weight goes in with the weight of other mails, on which we receive compensation. Any arrangement, therefore, for transporting any particular mails at other than regular rates of compensation will have to be made between the New Zealand officials and the United States Post Office Department, as there is no ground on which a transportation company can treat with a foreign country on such a matter.

Regretting that we are not in a position to do something to help you out in the direction indicated,

I am, &c.

A. N. TOWNE.

H. STEPHENSON SMITH, Esq., Resident Agent,
New Zealand Postal Service, San Francisco.

NEWSPAPER POSTAGE TO THE UNITED KINGDOM.

New Zealand,

General Post Office, Wellington, 19th April, 1894.

SIR,

I HAVE the honor to refer to my letter of the 7th February last, F 94/219, and previous correspondence, on the subject of the newspaper postage from this Colony to the United Kingdom, and to inform you that at the Australian Postal and Telegraph Conference which sat here last month, it was agreed that the whole of the Colonies should adopt the rates of postage on newspapers to the United Kingdom approved at the Brisbane Conference last year, namely, one penny for the first four ounces, and a halfpenny for every additional two ounces. The change will probably take effect from the 1st July next, and I trust that newspapers from this Colony prepaid at the postage rates now in force will not be surcharged by your Department in the meantime.

I enclose copy of the recommendation as agreed to by the Conference.

I have, &c.

W. GRAY, for the Postmaster-General.

The Secretary, General Post Office, London.

SIR,

General Post Office, London, 12th June, 1894.

FROM your letter of the 19th April last, No. PG 94/122, the Postmaster-General has learnt with satisfaction that the Wellington Postal Conference confirmed the resolution of the Brisbane Conference as to the adoption of uniform postage for newspapers sent from the several Australasian Colonies to the United Kingdom, and that, in New Zealand, the rate agreed upon, namely, one penny for the first four ounces and a halfpenny for every additional two ounces, will probably take effect from the 1st July next.

You will doubtless send further information shortly as to the actual date on which the new rate is to be brought into operation in New Zealand; and for the present newspapers from the Colony prepaid at the existing rate of 1d. per paper will still be passed here without charge.

I am, &c.

H. BUXTON FORMAN.

The Postmaster-General, Wellington.

BRISBANE-ADELAIDE MAIL TRAIN.

SIR,

11th May, 1894.

YOU may remember that the question of the acceleration of the mail train between Brisbane and Adelaide was brought up at the recent Conference, and that the Hon. Mr. Wilson, the delegate from Queensland, suggested that your Government might be requested to take action in the matter. Mr. Wilson, in course of his remarks, stated that the present arrangements, especially between Brisbane and Sydney, were very unsatisfactory, and that it was possible that a further acceleration between Victoria and South Australia might, on enquiry, be found advisable. I therefore refer the matter to you for consideration and action.

I have, &c.

J. G. WARD, President.

The Hon. the Postmaster-General, Sydney.

ITALIAN SURCHARGES.

SIR,

11th May, 1894.

I HAVE the honour to inform you that the question of the sea surtax charged by Italy on letters for Australasia was considered at the Australasian Postal and Telegraph Conference, which sat at Wellington in March last, and the following recommendation was agreed to:—

“Complaints having been made of a surcharge of $1\frac{1}{2}d.$ upon letters from Italy addressed to Queensland, which bore postage at the rate of $2\frac{1}{2}d.$, making the rate equivalent to that fixed for countries not within the Union, we recommend that the International Bureau of the Universal Postal Union at Berne be asked to explain why such letters are subject to this excessive charge, contrary to the principles of uniformity which should prevail amongst countries within the Union, the charge between which is $2\frac{1}{2}d.$, not $4d.$, as appears to be charged by Italy on letters to Australasia.”

I shall be glad to learn that you will give this matter your full consideration with a view to making representations to the Italian Administration for the abolition of the surtax on letters to Australasia, seeing that the Colonies, which have to maintain expensive systems of maritime transit, charge only the ordinary Postal Union rate of $2\frac{1}{2}d.$ per half-ounce on letters for Italy.

I have, &c.

J. G. WARD, President.

The Director, International Bureau of the Universal Postal Union,
Berne.*Translation.*International Bureau of the Universal Postal Union,
Berne, 23rd June, 1894.

SIR,

By letter of the 11th May last, No. J 94-619, you were good enough to ask me to take steps to request the Italian Post Office to abolish the surcharge of 15 centimes ($1\frac{1}{2}d.$) levied on each single rate of letters, which, like those for Queensland, are subject to the maritime transit charges of 15 francs per kilo.

As I have already intimated to the Post Office and Telegraph Department of South Australia, at Adelaide, which had written me on the subject, I have the honour to inform you that paragraph 2 of Article 5 of the Principal Convention reserves to all the Administrations of the Union the right to levy on letters subjected to the above maritime transit charges a surcharge which may not exceed 25 centimes ($2\frac{1}{2}d.$) per 15 grammes. The Italian Administration makes, in conformity with that provision, a surcharge of 15 centimes per single rate on letters. This is perfectly regular, as it does not exceed the maximum above mentioned.

In terms of the same paragraph the surcharges adopted by the Administrations of the Union must be levied in uniform manner in all the relations to which the transit costs are applicable. The Italian Administration could not, therefore, make an exception in favour of letters from Italy to the British colonies of Australasia without being obliged at the same time to abolish the surcharge levied on other letters under similar conditions.

I doubt, however, whether the Italian Administration would be disposed to abolish in a general manner the surcharge of 15 centimes in question, and I have the honour to beg of you to kindly re-examine the question, and to inform me whether, under the conditions stated, it does not appear to you inopportune to approach that Administration in the direction indicated in the aforesaid letter.

I have, &c.

ED. HOHN, Director.

The President, Postal and Telegraph Conference, Wellington.

Translation.

No. 6556-323.
SIR,

The International Bureau of the Universal Postal Union,
Berne, 6th December, 1894.

REFERRING to my circular of the 18th July, 1893, No. 4905-266, the Postal Administration of Italy requests me to inform you that from the 1st January next it will cease to levy the maritime surcharge which is applicable to letters in its country.

Therefore, correspondence of every class addressed to other countries of the Union will be liable in Italy to the normal Union charges only as from the aforesaid date.

This system will be equally applicable to correspondence forwarded by the offices to the Italian colony of Eritrea.

I have the honor to beg that you will take note of this information.

I have, &c.

ED. HOHN, Director.

ELECTRIC TRAMWAYS, LIGHT, AND POWER.

SIR,

11th May, 1894.

I HAVE the honor to refer to Subject 34, Electric Tramways, Light, and Power, printed at page 25 of the Report of the Proceedings of the Wellington Postal and Telegraph Conference, and to convey to the Committee the thanks of the Conference for its very valuable and interesting Report.

The suggestion that the Committee might report on the Electric Tramways, and draft regulations applicable to Electric Power Leads generally, will no doubt receive early attention at the hands of the Committee.

I have, &c.

J. G. WARD, President.

Sir CHARLES TODD, K.C.M.G.,
Chairman Committee of Electric Light and Tramways,
Adelaide.

SIR,

General Post Office, Adelaide, 4th August, 1894.

I have the honor to acknowledge the receipt of your letter of the 17th May last, conveying the thanks of the recent Wellington Conference to Committee of Experts for their Report on Electric Light Leads, which I will convey to the several members thereof; and in reply would inform you that I propose to convene a meeting of the Committee to meet in Melbourne in September or October to draft regulations applicable to Electric Power Leads generally.

I must apologise for not replying earlier, owing to great pressure of work since my return from Wellington.

I have, &c.

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.

The Hon. J. G. WARD, M.H.R., Postmaster-General,
Wellington.

COLOURED LABOUR ON MAIL STEAMERS.

Trades Hall Council, Melbourne, 29th January, 1895.

To Chairman and Members of Postal Conference.

GENTLEMEN,

I HAVE been instructed by the Trades Hall Council to write and protest against any extension of the Mail Contract to the P. & O. Steamship Company as long as they continue to employ coloured labour on their boats.

For some years we have, as well as the Councils of the various colonies, endeavoured to have this injustice rectified, and have received promises from the various Governments that when the question of a renewal of the service arrived the matter would be considered.

From the expressions of the various Postmasters-General they are unanimous upon this question, and we are of opinion, from the attitude of the last Conference which sat in New Zealand, that a strong protest should be forwarded to the Imperial Government; in fact, the Conference, in our judgment, should not consent to any renewal unless white labour is employed.

As the taxpayers of the colonies are called upon to pay a heavy subsidy, they certainly object to being brought into competition with alien races. Further, the various Australasian Governments from time to time have thought it wise to pass Acts in the various Legislatures restricting aliens; this being so, the employment of these on the boats carrying Her Majesty's mails cannot be justified. Cheap labour, in our judgment, is dear labour, and though under ordinary circumstances coloured labour is endurable while everything is going right, they have neither the strength nor stamina nor the brain power to rise to the occasion if the necessity arose, and the consequences to a vessel so manned in a moment of calamity would be too terrible to contemplate.

If the Orient Company, whose fleet is equal if not superior to the P. & O., can employ white labour, surely it is no injustice to compel a subsidised company to comply to these conditions.

Trusting that the Conference will carry out this much-desired and necessary reform,

Yours faithfully,

J. G. BARRETT, Secretary Trades Hall Council.

Sydney.

Peninsular and Oriental Steam Navigation Company,
28th January, 1895.

SIR,

At the deputation which waited on you on the 23rd instant, in reference to the employment of native crews on board mail steamers, I find according to the newspaper reports that several utterly wrong statements were made by some of the gentlemen present, and apparently allowed to go unchallenged.

In the first place I would like to mention that "Coolies," who are a low type of labourer employed in India for unskilled labour, are not to be found in any capacity on board this Company's vessels. Lascars are British subjects, and are skilled sailors from the West Coast of India. They have for years and years past been employed to the entire satisfaction of the Directors and all the Commanders and Officers of this Company. To say that they cannot be relied on in cases of emergency is simply doing a great and wicked injustice to a hardworking, brave, and deserving class of Her Majesty's subjects. In the case of the "Tasmania," I am sorry that one of the gentlemen who waited on you should have thought fit to again repeat a statement which his interest in the subject should have enabled him to satisfy himself was incorrect. This he could have done by applying to me or any one knowing something about the Board of Trade enquiry which took place in London, and which conclusively proved that the natives behaved under appallingly trying conditions in a most admirable manner, and that those who lost their lives did so at their posts while doing their duty. As you are no doubt aware, not a single passenger was lost.

The reason of this Company employing Native crews in preference to Europeans is, that after many years experience of both, the former have proved themselves to be in every way more satisfactory. The immediate reason for doing away with European crews in the lower grades was that they caused an infinity of trouble through drunkenness and disobedience, &c. As a matter of fact the employment of Lascars costs the Company more than if they employed Europeans, for the reason that the former are kept and paid all the year round, whereas the latter are as a rule signed off the articles on their arrival in London.

The only steamers of the British India Company on which Lascar crews are not carried are those of the Queensland Royal Mail Company, who are compelled very much against their will to carry European crews. To my certain knowledge the Queensland Royal Mail Company have not benefited by the change, and if they had their choice they would doubtless revert to the employ-

ment of Lascars. It is quite safe to say the British India Company proper would not dream of employing anything but coloured labour.

I feel considerable diffidence in troubling you just on the eve of your departure for Tasmania, but the importance of the subject emboldens me to do so.

I have made several efforts to see you, but have been unsuccessful.

I have the honor to be, Sir,
Your obedient Servant,

G. D. MICHIE, Agent.

The Hon. J. Cook, M.L.A., Postmaster-General, Sydney.

Deputation against employment of Coloured Labour on Ocean Mail Steamers; also re a Minimum wage.—23-1-95.

Mr. T. M. DAVIS, M.P., introduced to the Postmaster-General a deputation from the Seamen's Union against the employment of coloured labour on the Ocean Mail Steamers.

Mr. Davis said he had been asked to introduce the deputation, consisting of Mr. Jewell, president, Mr. Smith, secretary, Mr. McLean, treasurer, and Mr. Noonan, one of the executive officers of the Seamen's Union, (Mr. Watson, M.P., also present), to lay before the Minister the necessity for refusing to subsidise any steamers carrying Asiatic labour: he supposed that term took in all that was objectionable. Some time ago he had introduced a deputation of the labour party to the previous Postmaster-General, Mr. Kidd, asking him, prior to the extension of the contract with the P. and O. Company, to make it a condition that white labour should be employed on board those steamers, and Mr. Kidd said he would place the matter before the Cabinet and give it the fullest consideration. Mr. Davis had then pointed out that the South Australian Government was entirely in accord in this matter, and the Victorian Government was being deputationised at the time with a view to similar results. However, it transpired that the Conference which Mr. Kidd attended decided to allow the Service to go on for 12 months (having been asked, he believed, by the Imperial Government to extend the contracts for 3 years), and that that 12 months being now nearly up, he now asked Mr. Cook, as Postmaster-General, to use his best influence with the other Postal Departments to have Asiatic labour stopped on the P. and O. boats.

There were many reasons why it should not be employed, and one of the principal was that as a race the coloured men were entirely unsuited to the manning of our steamships, especially in times of danger: that had been proved over and over again. Whenever a P. and O. steamer had got into danger through collision or wreck, they had invariably proved that they were not up to the standard in endeavouring to save life or mails. In the case of the "Tasmania," wrecked in the Straits of Sardinia on the voyage home, the records show that the crew behaved in a most selfish manner—practically mutinied, and took the life-boats, &c.

Another reason was that whenever from time to time the small-pox, or any other of those diseases that are looked upon as indigenous to Eastern countries, had appeared on our shores it was generally through the agency of Asiatics from those vessels. The P. and O. and the Torres Straits Mail Companies had had cases of this sort. He thought that as the Colonies contributed such a large sum towards the subsidy of the P. and O. Co., they ought to be on the same conditions as the Orient Co. The latter carried out their contract quite as well, and he believed gave more satisfaction and were more popular than the P. and O. Co., at any rate so far as safety was concerned in the passenger traffic. They employed white men, and kept their vessels in a most efficient state. It had been amply demonstrated by that Company that white crews are far and away the most efficient, and he thought it was high time something was done to give employment to our own race of people.

Her Majesty's Navy never sought crews of Asiatics. However long the ships stayed in the Eastern waters—and even though they thought fit to employ Hindoos as soldiers in India—yet they had always been wise enough not to attempt to employ Asiatics on board men-of-war, because although some of the race have shown themselves fair soldiers, they had demonstrated themselves as utterly incompetent and useless at sea, and the British Admiralty knows that. That of itself ought to be a fair reason: that a race not good enough for the Naval Service was not suitable for our Mail boats.

Another subject he wished to bring under notice was that in contracts entered into with Steamship Cos. where subsidies are granted, there ought to be something like a minimum wage named in the contract. It was done in the case of contracts on shore in several Colonies, and when such a plan found favour with Ministers and Ministries on shore, he could not see why the same principle could not be extended to contracts at sea. He thought the system could be very well worked, and the State would lose nothing by it. If it was fairly put before the Postal Conference about to be held they ought to see their way to agree upon some conditions being imposed.

Mr. S. SMITH was understood to say that the seamen had lately been in correspondence with other provinces and the United Kingdom with a view to bettering their position, and Mr. J. H. Wilson, President of the British Seamen's Union, had been moving in his capacity as representative on their behalf in this matter, but nothing had yet been done, though action was hoped for from the last Postal Conference. Apparently they were not strong enough to enforce a stipulation that the Contract should not be extended unless European crews were employed. An endeavour was, he

understood, now being made to extend the Contract till 1898, and from a letter of Mr. Prendergast, M.P., Victoria, he learned that their delegates were prepared to strongly oppose any further extension unless white labour was introduced to the P. & O. Co.'s boats. The same determination was held by South Australian delegates. The seamen and the workers of New South Wales who contribute the money that subsidises the boats thought they should be manned by Europeans, and New South Wales—and this city especially—thought that something should be done to create an Australian mercantile marine. Newspapers lately had given considerable prominence to what they called "The disappearance of the Australian seaman," but they who had been on the coast for years were inclined to think he had not yet been developed. But in this way he could be encouraged by giving employment to men of our own race. As regards manning the Navy, the mercantile marine should form a nursery for the creation of seamen who could be called upon when required in times of danger and emergency.

In Queensland the stipulation was made that white labour should be employed, and the same thing applied in New Zealand, and in regard to other lines trading out of this port such as the Oceanic (American) line, and the Vancouver line. A Conference now sitting in Sydney had desired these representations to be made, and had expressed also a strong wish that some regulation should be inserted in the contracts that a minimum wage should be paid. Recently, in a contract given by our own Government, the people who had got the contract expressed themselves willing to pay certain wages, and the seamen trusted them, but the gentlemen who got the contract had taken advantage of their position to alter the wage rate. The seamen were aggrieved at this. The opinion in South Australia and Victoria was strong on this matter, and they as well as the seamen here desire to have this question finally adjusted by a decision that only European crews shall be employed. It was against the policy of the country to say that people of our own race shall be shoved out of employment and men of another race used for the object of enriching a few people. There was an almost unanimous feeling amongst seamen that no contract should be given to any steamship line inclined to employ Asiatic crews, and he asked Mr. Cook to use his best endeavors to have the matter settled.

Mr. JEWELL supported what had been said by the previous speakers, and said that he asked the Minister to take up a stand not alone on behalf of the seamen, but of the taxpayers in general.

Mr. McLEAN said if these coloured men were trading to and from their own ports, say from India to Britain, it would be different, but he thought they should be stopped trading to an Australian port, and the boats manned by Australian seamen. Newspapers talked about the disappearance of the Australian seaman, and asked why Australians did not go to sea? They did not go because they had very little opportunity, and when they did wages earned were very small, and they had to go among coloured men. The Orient Co. paid white crews about £4 10s. per month, whilst Asiatics get about 30s. They are no good to this country, and do not spend anything in it. The Government ought to assist them to become seamen on board our own mail boats by abolishing coloured labour from them. He had been on the coast 16 years.

Mr. NOONAN, who had been on the coast 13 years, said there was a lot of dissatisfaction about coloured labour, and it was not right to employ it between England and Australia—two white countries—and he did not see how it could be stopped unless the Government put it in the contract. He alluded to the loss of the "*Quetta*" as an instance of the bad results of coloured labour.

Mr. J. C. WATSON, M.P., sympathised entirely with the objects of the deputation.

The POSTMASTER-GENERAL said: I may say at once that I am in hearty sympathy with your desire to replace black or coolie labour on the P. and O. boats with white. From inquiries I have made on this subject, it appears to me that the P. and O. Co. is really the only Company now which runs boats to our ports manned with coolie labour: I understand the British India Co. have dispensed with this kind of labour, and now employ only European crews. There can be no doubt that the strongest point made is that the sister Company now employs white labour. That, to my mind, is the answer to all the objections made. It has been averred that the white labour is not so amenable to discipline: that I do not believe, and never did. The fact that white labour is preferred on the sister line is sufficient answer to such objections. Why the P. and O. Co. prefers to use black labour in preference to white I have never been able to understand, except on the score of cheapness. Well, on that matter, it has always seemed to me that as we are partners in this agreement to such an extent, paying as we do £75,000 a year to the two Companies, we ought to say at once that the subsidy we pay shall be for the purpose of assisting ships to employ our own labour in preference to this coolie labour. I take it that the test of this labour, or rather this race, question, is the indisposition on the part of the people to mix. I understand that these boats do not attempt to mix the coloured labour with the European: there must be, therefore, an impassable barrier of some kind, and the Company evidently makes a choice between two kinds of labour. Certainly that choice should be made in favour of white men. Another point seems a strong one,—that most of these vessels are made available to the Admiralty in case of war, and it is a fact that if a war broke out we would not think of manning these ships for war purposes with this kind of labour. I think it is a point that ought to weigh very much with the Admiralty at home. When they make arrangements for these ships to be available, they should also make some provision to ensure white crews who would pull together. You speak of co-operation with the other Colonies, and I am glad in a matter of this kind that you recognise that.

We are parties to this agreement to the extent of £75,000 a year—we pay one moiety of that, the Imperial Government subsidises to the extent of £90,000, so it is clearly a matter for arrangement if possible with the other parties to the agreement. All I can say is, I shall go to the Conference with my own mind clearly made up as to the kind of labour it is desirable to get on these boats, and shall use my best endeavours throughout the Conference to get white labour to carry our mails. I do not know that I can say any more.

Mr. DAVIS expressed satisfaction on behalf of the deputation at the answer given.

After the Minister's reply, and the business of the deputation had practically closed, Mr. Davis, M.P., alluded to a remark of Mr. Cook's to the effect that he could not understand why the Company employed black labour in preference to white, except on the score of cheapness.

Mr. DAVIS remarked: It is not so much even on the score of cheapness that the P. and O. Company carry black labour crews. They do not give the black seamen anything like the wages the European gets, but they carry such an enormous number of hands that it makes their bill come very close up to that of the Orient liners. I have been in the Orient and P. and O. boats, both, and in the P. and O. they have to carry so many quartermasters to do the steering and to take up positions of trust because they cannot afford to run the risk of their ships being lost by placing an Asiatic at the wheel or on the look-out. Whenever they come within a certain distance of land, a European quartermaster has to go on the look-out, and it is him they have to depend on. Then they carry white men to do the steering; I was one of them; I was in the *Oceanic* and the *Cotopaxi*, and we summed up the number carried on those vessels approximately. They were each about 4100 tons, and the number of hands carried on the *Oceanic* was so far in excess of the number on the *Cotopaxi* that actually the wages sheets did not show much difference: for while the *Cotopaxi* was fully manned with her 20 A.B.'s., her quartermasters, 2 boatswains' mates, and boatswain, the *Oceanic* had something like 45 hands at lower wages. The black labour is useless in times of danger: I have myself seen a sail blown away in a light squall while the yard was covered with coolies who could not get it in, 30 or 40 of them, when about a dozen white men went up and secured it without trouble.

I would also point out that the British Admiralty have decided, in certain vessels, the *Himalaya*, *Australia*, *Victoria*, and *Britannia*, on the new lines that the Admiralty is going to run, to have them manned by Naval Reserve crews. It shows that the Admiralty is fully alive to the fact that it will not suit to have them manned by coolies, and if it does not suit the Admiralty it should not suit our colonial Governments.

POSTAL AND TELEGRAPHIC CONFERENCE, 1895.

REPORT OF THE DEBATES.

SATURDAY, 2ND FEBRUARY, 1895.

The PRESIDENT (Hon. J. Gavan Duffy), took the Chair at 10 o'clock.

Thanks.

Mr. WARD returned thanks to the Members of the Conference for the arrangements that had been made for his personal convenience.

Black Labour on Mail Boats.

Mr. FYSH produced a letter from the Secretary of the Trades and Labour Council, Melbourne, protesting against any extension of mail contracts with the P. & O. Company as long as they employed coloured labour on their boats.

The letter was read and ordered to lie on the Table.

Pacific Mail Service.

Mr. WARD : I anticipated that probably some other member of the Conference would have taken up this question of the Pacific Mail Service this year. I desire, however, to state briefly what my views upon this matter are. As you are aware, at the Conference last year a resolution was carried in favour of a four-weekly mail service *via* Vancouver, and since then the matter has assumed a very much more live state. I myself think, in order to bring about a practical solution of the question, this Conference ought to affirm generally the necessity of subsidising this service to ensure its being established on proper lines. At the present time there are 300,000 tourists visiting England annually, and each of these spending £100 means an expenditure of £30,000,000. I think, therefore, that every one representing the Colonies of Australia will see the great importance it will be to us to have a Vancouver service to induce a portion of this large number of people to come to the Colonies. That, I take it, every representative will agree with me in. The whole of the Colonies, and indeed the civilized world, we all know, are suffering from depressed prices, and it is surely our business, as far as we can, to take advantage of any source of traffic which would contribute in any way to the increase of our customs revenue and the general wealth of our people. That being so, I would earnestly press on the delegates present the importance of establishing a link which would have the effect of diverting a portion of the large tourist traffic I have referred to to our shores. The service we proposed last year was a 21-day one between New Zealand and Vancouver, computed on a speed of 15½ knots per hour. There is no desire to have a faster service than that, neither could there be any wish on the part of steamship owners to have a greater speed. Speaking for New Zealand, I think you will see that it would not suit us to have a forked service or transshipping service; in fact, it would not be worth our while to come in and give a direct subsidy if we are to be served by a branch service. We are prepared to considerably increase the amount indicated by myself at the Wellington Conference in order to give effect to our earnest desire to have this line established. I think New South Wales should be more desirous than any other colony to see the line established, as Sydney would obtain the advantages from being the terminal port and an expenditure of about £80,000 a year. We in New Zealand expect to gain nothing beyond the fact of these steamers giving us a direct connection with Vancouver and an outlet to Canada, however small it may be, for some of our surplus products. If New Zealand is prepared to increase its subsidy, which it is, I would suggest to Mr. Cook that New South Wales, with the vast interests she has at stake, might also increase its payment to ensure this line becoming an accomplished fact. I can only re-affirm the resolution that was passed at the last Conference, but, looking at the matter broadly, I cannot see that there is anything of greater importance to Australasia than seeking to obtain fresh fields for trade, thereby assisting in the development of the country and removing from us the present financial depression. If we could, by establishing a line of first-class steamers to Canada, only get a small proportion of the tourist traffic, I think it would add materially to the success of these Colonies. I will conclude by moving—

“That this Conference re-affirms the desirableness of establishing a four-weekly service (alternating with the San Francisco service) between Australia, New Zealand, and Vancouver, the mail steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon, and that the respective Governments be urged to take this up.”

Mr. THYNNE: I will second the Resolution put before us, and I will add to what Mr. Ward has said that this question is becoming one which undoubtedly we will have to consider. I look of course to what Canada is doing in the matter for the purpose of establishing communication with Great Britain. After the Conference at Ottawa, the Dominion Parliament authorised the Government of Canada to enter into a contract for a subsidy of £150,000 per annum to any company to establish a line of steamers from Canadian ports to Great Britain. It will be seen from the report of the Ottawa Conference that the suggestion made there for that part of the work is:—"That as the Imperial Post Office contributes towards the cost of the mail service between England and Australia *via* Brindisi and Naples the sum of £95,000 per annum, while the sea postage amounts only to £3000, and to the mail service between Vancouver and Japan and China £45,000, less £7300 charged against the Admiralty, this Conference deems it but reasonable to respectfully ask that assistance be given by the Imperial Government to the proposed fast Atlantic and Pacific service; more particularly as the British Post Office, while paying the large subsidy of £104,231 a year to the line from Liverpool to New York, has so far rendered no assistance to the maintenance of a direct postal line between Great Britain and Canada." Now, at the Ottawa Conference the following resolution was adopted, and at the time all the representatives of these Colonies were present, with the exception of the representative of Western Australia:—"That the Conference expresses its cordial approval of the successful efforts put forth by Canada and New South Wales for the establishment of a regular monthly steamship service between Vancouver and Sydney, and affirms the desirability of a reasonable co-operation of all the Colonies in securing the improvement and permanence of the same." I take it that the resolution which Mr. Ward has moved, being a repetition of the resolution of last year's Postal Conference, is practically to the same effect as the resolution of the Ottawa Conference, and the representatives of the Colonies having adopted the principle there, we may safely follow their example. Apart from the monetary considerations which Mr. Ward has so clearly put before us, there are even the wider grounds that these Colonies should find it to their interest as well as to their credit to take their share in developing all portions of the British Empire which fall under their control, and the first step to be taken is to try and facilitate rapid communication. I beg to second the Resolution.

Mr. COOK: I am very glad Mr. Ward has moved his Resolution in such terms, because if he had done anything further I might not have been able to subscribe to it. It is well known that New South Wales has already entered into an agreement with Huddart, Parker, & Co. to subsidise two boats running between Vancouver and New South Wales, paying £10,000 a year for three years. Mr. Thynne made a reference to the mail aspect of this question, but that is a matter better left out of consideration. Our receipts from the mails carried on this line did not amount to very much at all. It seems to me that this matter of mail communication would not be very greatly facilitated by coming by way of Canada for many years to come, consequently we had better confine our view of the matter to the trade aspect. The other Colonies may take a more sympathetic interest in the matter than they now appear to do, but Victoria has made no move in regard to it, though at the last Conference they were very anxious, from a trade point of view, to get communication direct with Canada. All I can say is that if these Colonies are anxious to promote trade on these routes, they had better represent to their Governments the desirableness of paying something towards its maintenance. Now we contribute about £4000 a year to the maintenance of the San Francisco mail. That is contributed directly through New Zealand. In addition we subsidise these boats to Canada to the extent of £10,000 a year. These two lines of steamers run right alongside each other almost the whole distance, and, I think therefore the other colonies ought to fall in with the idea, and induce their Governments to agree to some substantial contribution towards the maintenance of these boats.

Mr. FYSH: My recollection of what has taken place at so many Conferences on postal and other subjects brings it to my mind that rebellion against want of unity must sooner or later tend to union. Whenever I have read of the various conferences which have been held, I find there has been unfortunately in connection with the motions proposed a want of unity; the separate interests of individual states have cropped up, and members have found it necessary upon certain resolutions to absent themselves from voting and possibly from speaking. I have felt whenever I have read the result of these conferences that anything like union upon such subjects could not be brought about while we had separate interests existing. The time will come, however, and I hope speedily, when there will be no necessity for Postal and Telegraphic Conferences to consider separate interests, and that some power will be in existence to which reference can be made upon all subjects, which will do away with all insular reasonings and cause us to act in unity. But until such a power is called into existence we must retain that individual action which leads us to fly off from various resolutions as not specially belonging to the countries we may represent. And to-day I am in the unfortunate position, while listening with very much pleasure to what has been urged, of feeling that I have no special interest to represent. It is to be regretted that a service of this kind does not affect Tasmania directly, either as a matter of postal business or a matter of commerce, but I can see that it is of vital importance in the development of the trade and commerce of Australasia as a whole. I can see where we may increase the lines by which our trade and passenger traffic may continue, and by which we may draw to our shores a class of business we have not received before. I hold that with mails and mail routes it is as with railways and roads, the supply creates the demand—(hear, hear),—and the traffic between us and Vancouver will spring up by means of the supply. However, if I join in affirming the desirableness of establishing this service, and in expressing the

purpose to bring this matter before my Government, I shall commit myself to a portion of the subsidy which is necessary, and commit myself to asking Parliament for that subsidy. I think I should mislead hon. members if I were to vote, because I am satisfied that to ask Parliament for a subsidy is out of the question until developments take place which will more closely identify Tasmania with this service. While I may express the interest I feel in the developments which must take place by bringing Australia into closer communication with other parts of the world, I cannot commit the people of Tasmania at the present moment to the resolution. May I call to the minds of hon. members that within the past few months I think it was the representative of New Zealand urged very strongly, at the Conference of Delegates meeting from all parts of Australia, that the time for subsidies was passing by. I may be met by the remark that that statement cannot apply to the new service, but it is well for us to consider whether the time for subsidies is not passing by. Not many years ago Tasmania was desirous of having a port of arrival, if not of departure, of large ocean-going steamers. It was considered it would be advantageous to offer subsidies. We avoided or evaded or postponed the offering of such subsidies, but there has been no change in the services. The competition was such that development of trade took place without subsidies. When we think of the small sum of money with which the present mail steamers to Europe are subsidised as compared with the trade which they do, it appears infinitesimal. I have arrived at the conclusion that the time for subsidies is passing away, but whether we have arrived at that stage in 1895 I am not prepared to state. I make these remarks regretfully in one sense, for I would like, in conferences of this kind, that we should be unanimous in our reception or rejection of a proposal of this kind, and that we should feel that there is no matter of business or commerce connected with Australasia in which we are not all interested.

Dr. COCKBURN: It is impossible for anyone to bind himself to a proposal of this nature before he knows what the conditions are. As far as South Australia is concerned, we want to see every possible kind of trade or mail communication with the old world and Canada, and with America. Report says, however, that the Colonies further removed from the Eastern shores could not be expected to give a subsidy for this route; and I am afraid that is the position of South Australia. I think, with the previous speaker, that it is a pity we should refrain from expressing our active sympathy with this extra link of communication, because we do not wish to bind our respective Governments; but, at the same time, if to vote for this motion means to bind our Government to seek a subsidy from Parliament, I shall not be able to support it.

The PRESIDENT: I agree with Mr. Fysh in hoping for the time when the different parts of Australia will not be hampered by their geographical position, but will be under one head as far as postal and telegraphic matters are concerned, and will work as one body for the benefit of Australia as a whole. There are several matters in which we are so hampered by our geographical position that we cannot act with that unity with which we should like to do. Mr. Ward has put a conundrum to us which may be answered in two ways. If it is our sympathy he wants, he can have it: if it is our cash he wants, I am afraid, as far as Victoria is concerned, that it won't be forthcoming at the present time. The Southern and Western Colonies and New South Wales have established an expensive mail service, which, as a mail service, is ample and complete for those particular Colonies. We all sympathise with New Zealand and Queensland, and all Australia ought to sympathise with them, in the effort they are making to push their trade in the Pacific: for, although we get no direct benefits, we get them indirectly, and for this we pay a certain amount indirectly. As far as Victoria is concerned, however, the matter must remain in that stage for the present.

Mr. FYSH: I beg to suggest to Mr. Ward that he makes it clear to us what we are to understand by "subsidising?"

Mr. WARD: I will make the matter quite clear, and I therefore ask that the latter portion of the resolution, from the word "upon," be deleted, thus re-affirming the resolution of the former Conference. That, I think, will remove any objections hon. members may have to urge. I would like to say one or two words in reply, in order to remove some misconceptions which exist in the minds of hon. members. Looking at it broadly, hon. members must agree that it is to the general interest of Australia to have this line of communication, and that indirectly we must all reap a certain amount of benefit. That being so, I do not think a matter such as this should be approached other than in a broad way; and, in the interests of the whole of Australasia, a service such as this should have the goodwill of the whole of the Colonies. In reply to Mr. Cook, I may say that this service would spend yearly in Sydney at least £80,000; and if any other port in Australia were to obtain such an expenditure, I feel sure their representatives would feel called on to support my proposal. The steamers would take 3000 tons of coal a month, and would spend £5000 in the same time for the ordinary supplies of the ships. This line would therefore be more to the benefit of New South Wales than any other Colony. So far as New Zealand is concerned, I can affirm that, directly, we would obtain no advantage. I am exceedingly obliged to the President for his sympathy. We have his sympathy: that is something; though, as a substitute for cash, I am bound to say it is not worth much. In the absence of the cash, however, I am glad to have the sympathy of a great colony like Victoria. My object, however, has been attained; and I desire to move the resolution, with the alteration I have suggested.

Motion, as amended, put and passed.

The Pacific Cable.

Mr. THYNNE: In moving the Resolution of which I have given notice, I propose to give a short summary of the history of this cable question, because, although many of us are familiar with it, it is yet not thoroughly known throughout the Colonies; and the opportunity is a fitting one to make some allusions to its present position, with a view to facilitating subsequent action on the part of the various Governments. The question of this cable was first proposed in 1887, at an Intercolonial Conference in London, when Mr. Fleming, whose name is so well known in connection with this matter, pointed out the necessity of cable communication between Canada and the Australasian Colonies for the purpose of improving and promoting commercial and social arrangements, and practically for strengthening the system by which the British Empire is independent of any foreign power in respect to its telegraphic communications. A long discussion took place in regard to the matter, during which it was shown how extremely vulnerable the present system was in case of European disturbances. Objections made to the proposal by Sir John Pender and other distinguished men were also considered by the Conference, but the result of the Conference was practically a confirmation of the principle that such communication was necessary. A request was made to the Imperial Government at the end of that Conference for the institution of a survey across the Pacific, but unfortunately no definite step was taken for the completion of that survey. Last year the Canadian Government, anxious to have its high aims and aspirations promoted a little more rapidly than had been done since the 1887 Conference, met representatives of all the various Colonies in Canada. These delegates practically found the question in the same condition as it had been left by the Conference of 1887, except that some additional information had been obtained as to the conditions of the sea-bed between Honolulu and the American Coast. Then we come to the fact that in 1888 a Postal Conference held in Sydney passed a resolution in favour of a survey being made by the Admiralty, the cost to be defrayed by the Imperial Government, the Government of Canada, and the Colonies. The Imperial Government declined to undertake the task, unless they had reason to believe that the submarine cable would be shortly laid. The matter came up also in 1894, at the New Zealand Conference, and again at the Ottawa Conference, when I had the honour of attending on behalf of my Colony. At the latter Conference, as shown by the report which I laid on the table yesterday, resolutions were arrived at, from which I will quote as follows:—

1. "That, in the opinion of this Conference, immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia."
2. "That the Imperial Government be respectfully requested to undertake, at the earliest possible moment, and to prosecute with all possible speed, a thorough survey of the proposed cable route between Canada and Australia, the expense to be borne in equal proportions by Great Britain, Canada, and the Australasian Colonies."

That first resolution practically bears out the conclusions arrived at by former Conferences. Then a resolution was arrived at to the following effect:—

- "That the Canadian Government be requested, after the rising of the Conference, to make all necessary enquiries, and generally to take such steps as may be expedient in order to ascertain the cost of the proposed Pacific Cable, and promote the establishment of the undertaking in accordance with the views expressed in this Conference."

Such was the position of the question at the close of the Conference at Ottawa. A few hours later some new light was thrown on the subject by the unexpected and very welcome arrival at Ottawa of the distinguished electric engineer Mr. Siemens, and Lord Jersey in his report refers to the information supplied by Mr. Siemens when he says, "At the Colonial Conference of 1887, and in subsequent correspondence it was assumed that this was the case," that is to say, that further consideration should be given to the question of survey before active operations were commenced. The Report continues—"Some doubt was expressed at the Ottawa Conference as to whether the partial surveys already made in the Pacific Ocean were not sufficient to render possible a fairly approximate estimate of the difficulty and cost of the work." This was the view taken by Mr. Lee Smith, who stated as an illustration that when the cable on the West Coast of Africa was laid, no survey was taken, but an allowance made for risks. It appears that since 1887 the scientific resources connected with the laying of submarine cables have been so improved that, given a general knowledge of the depth, a previous survey is not now always required. On this point I will quote from a printed memorandum by Mr. A. Siemens, which was communicated to me after the close of the Conference:—"With regard to the technical difficulties raised in 1887, it may not be out of place to consider that the necessity for a close survey of a cable route arises principally from the requirements of the engineer laying the cable, who has to know at every moment the exact depth of water into which the cable passes. The break power with which the cable is held back, and by which the percentage of slack is regulated, has to be adjusted according to the depth of water in order to ensure an even distribution of slack along the whole route of the cable. Such a distribution prevents accidents, economises cable, and facilitates repairs: hence the usual practice is to lay cables only on routes where very frequent soundings have been taken, and in 1887 the experts consulted by the Imperial Government were not satisfied that the Pacific Ocean was sufficiently well explored for this purpose. During the last seven years the work of survey has steadily progressed, and at present it may be asserted that the route proposed at the Wellington Conference passes nowhere through water more than 3500 fathoms deep."

If the adjustment of the break power depended entirely on the knowledge acquired by soundings taken previously on the selected route of the cable, grave doubts might still exist whether the laying of the Pacific Cable could be proceeded with without further information being obtained by carefully taking soundings over the exact route. Fortunately, means have been devised to indicate to the breaksman continuously the percentage of slack with which the cable is paid out, and thus it is possible to lay a cable over a route of which only the general features are known. This contrivance has been used with perfect success in the laying of six Atlantic cables, so that there is no doubt as to its performance realising its theoretical advantages. The depth of water met with in the Atlantic reaches 3000 fathoms in several places where the cables have been laid, so there is no doubt about the possibility of laying the cable in 3500 fathoms, or even more. To be sure it will be necessary to select a type of cable which combines great strength with light weight; but there is no difficulty in this either, as it has been possible to construct cables for the Atlantic which will carry 7000 fathoms of their own length before they break. It may, therefore, be taken for granted that any technical obstacles which were apprehended in 1887 have now been overcome, and the cable can be laid as soon as the financial question has been settled." Then we come to the fact that the Canadian Government, in compliance with the resolution passed by the Conference, requesting them to make enquiries and ascertain the cost of laying the cable, called at once for tenders for the laying of the cable over eight alternative routes. As a consequence they have received four series of tenders, the lowest in all cases being from the India Rubber, Gutta Percha, and Telegraph Works Company. Mr. Siemens was also one of the tenderers. The lowest tender of the series is No. 4, "Vancouver to Bowen direct, with stations at Bowen, Apamana, and San Christoval, £1,068,000." The prices which have been received from these firms of course give now a practical basis on which to judge what the cost of laying this cable will be, and I may add within these prices is included an obligation on the part of the Company to bear the charge of keeping the cable in order for three years. The first impression produced by the disclosure of these figures is that hitherto the estimated cost of laying cables has been very much exaggerated, or else modern improvements in the manufacture and laying of cables have been so rapid as to alter altogether the estimated cost of the cable as compared with those of the past. In no case has a tender of this firm reached the estimate that Mr. Fleming named as the cost of laying the cable. In his estimate of the cost he has been very much above what is asked by the lowest tenderer. We have now the question brought forward to this point,—that we can, at a cost of between one and one and a half millions of money have cable communication made between Australia and Canada, and we can thereby secure an alternative line of communication with Great Britain, passing through British territory the whole way. I think I am correct in saying that the Trans-Pacific Cable question is now within measurable distance of solution, and, as Mr. Siemens points out, only requires now the settlement of the financial question. Now there are several matters in connection with a cable question of this kind to be considered. Mr. Siemens is so impressed with its feasibility that he is himself prepared to undertake the work. All that remains is to secure combined action. I quite agree with what Mr. Fysh said on a previous occasion, that he regretted there was no combined body capable of taking up and dealing with questions like this, as the Dominion Parliament of Canada is able to do. There is a fear always that we will be compelled to regard our own diverse and petty local interests, and to overlook the higher, and, to us individually, the more important questions. There is this difference between this proposal and that moved by Mr. Ward, and that is, that every colony will share equally in the benefits to be derived from the Pacific Cable. At the present time I look upon it that the chief difficulty, and the difficulty we ought to address ourselves to, is the question of getting combined action in Australasia. The attitude of Canada has always been so sincere and outspoken on this subject that I do not for one moment venture to doubt her *bona fides*; and I think if the Canadian Government and the Australian Government combined, and offered to take their share of the laying of this cable, the Imperial Government will not be very backward in giving its proportion of assistance towards this undertaking. However, it will depend on the course we take. If we can all combine to regard this question in the light it would be regarded in if the colonies were federated, and take each our share, not only in the risk but in the credit, I think we will be setting a very good example. Now, the question of cost has been practically settled by the result of the tenders received, and the estimates which have been made from time to time are very interesting. I may say that on this question of apportioning the cost of construction, working, and maintenance, I have adopted the same basis as that adopted by the Conference at Sydney in 1888,—as was used afterwards in 1894 in New Zealand,—and as was generally accepted at the Ottawa Conference. Objections may be raised by Canada or Great Britain to the suggested apportionment on the ground that as Australasia would be the chief recipient of benefits from the construction of the cable, her proportion of the outlay should be larger; but any objection of that kind may be answered by saying that whatever may be the direct interest of the people of Australasia, the indirect interest of the people of Great Britain and the interest of Canada would be fairly represented in the manner I have suggested. I will not detain this Conference long with figures, but we may assume that the capital required need not exceed £1,300,000, while by adopting the direct route by Bowen, No. 4 Route, £1,100,000 would be enough. Assuming the capital required at £1,300,000, it would involve an annual charge for interest at $2\frac{1}{2}$ per cent. of £32,500. The working expenses were estimated very carefully by Mr. Siemens and Mr. Fleming, and there was very little difference between their calculations. They come to £30,000. This would give a fixed charge to be met by

revenue of £62,500 for the first three years. After that, allowing liberally £50,000 for maintenance, the total annual charge against revenue would be £112,500. It is estimated that the revenue, at the end of three years, will reach something like £160,000.

Dr. COCKBURN : That is allowing for an increase of 15 per cent. every year.

Mr. THYNNE: It is estimated on a gradual increase of that kind. Now, Sir John Pender has made several reports and estimates ridiculing the proposals which have been made by Mr. Fleming; but one after the other the objections have been raised and fallen down, and we have come now to the question of the cost of the cable, after all the bogies which have been raised to deter the different Governments from carrying out this scheme have melted away and disappeared. I stated a short time ago that the charges against revenue were estimated at £119,000 or £120,000, that is, of course, calculating the interest on the capital at $2\frac{1}{2}$ per cent., and if proper arrangements are made I have no doubt we can get the money at that rate. There is another question to be dealt with in connection with the matter, and that is the question of route. We are met first with the query whether we can get from Vancouver to Fanning Island, or one of the Hawaiian Islands. If one of the Hawaiian Islands could be obtained for the purpose there is a manifest advantage in favour of taking the cable in that direction, because there is first of all a saving of distance in the first long stretch of the cable, and in addition to that there is a very large trade to be anticipated from Honolulu. Shipping in Honolulu amounts to a very considerable quantity every year, for it is a depôt or port of call for every vessel in the Pacific Ocean, as well as a station for the Naval Service of Great Britain and the United States, and other powers, as China and Japan, and Russia also. We can at once see that a port with that trade and that business would be a very useful one to have connected with the cable at the present time. The Imperial Government, in dealing with the Hawaiian Government, is restricted by the treaty rights of the United States, and it is necessary to get the sanction of the United States to the cession of any of the islands of the Hawaiian Group. But if we can rely on the information received by the press, the matter seems to have gone to this extent, that the President of the United States has recommended to the Senate, which is the treaty power of that country, a modification of the treaty with Hawaii to allow of the cession of one of the islands to the British Government, and that message has been referred in the usual manner to a committee. This committee, however, did not report favourably upon it, but, notwithstanding that report, I am informed that the Senate has adopted the message which the President has sent them, and the power now exists to make the cession which is required by Great Britain. It would be very grateful information to us to know that the treaty has been entered into, inasmuch as it would promote more friendly relations with our United States cousins, and also remove some difficulty and expense. But if we are unable to make satisfactory arrangements for obtaining a site in Hawaii, we are able, fortunately, to fall back on the Fanning Islands, securing thereby the great point that our messages will pass through no other than British territory. In the first paragraph of the resolution I advocate the work being undertaken by the Colonies as a joint national and public work. It seems to me that there can be no question as to the necessity of this work being undertaken in that way rather than by subsidy or guarantee, because if we subsidise any company or guarantee a certain amount of work on it, the Governments who enter into that guarantee leave themselves practically at the mercy of the company they subsidise or make the guarantee to, and expose themselves to any combination that may be entered into between competing companies, thereby throwing on the guaranteeing Governments a heavy loss. Companies of this nature, having similar objects, are apt at times to amalgamate, which would bring about in this instance a combination of that monopoly in cable traffic from which Australia has suffered so much. I have no hesitation in saying that the Colonies have had to pay a great deal more for their cable messages than they ought to have done; but I will not detain the Conference by entering into the details of that question. I believe there is a general sentiment amongst the members of the Conference in the direction I have just spoken of, that the time has come when Australia must be relieved from the very heavy tax imposed on the mercantile community for the transmission of cable messages. The charge some time ago was 9s. 4d. a word, and that is the charge to-day from Queensland to Great Britain. I have no hesitation in saying, according to the estimates of those who have devoted so much of their time and attention to this proposed cable, that the rate suggested at the Conference in New Zealand last year of 3s. per word could be carried out by the new cable profitably and remuneratively. We are paying three times as much for cable messages as we ought to be called on to pay. I thank the Conference for the patient hearing it has given me, but I felt it my duty, as being familiar with this question, to take the earliest opportunity of bringing the matter before the Postal Conference in as practical a way as possible. I will conclude by moving paragraphs (a) and (b) of the motion of which I gave notice, as follows:—

“That in the opinion of this Conference it is desirable that (a) the construction, working, and maintenance of a submarine cable through British territory or under British control from Vancouver Island to Australasia be undertaken by the Governments of Great Britain, the Dominion of Canada, and the Australasian Colonies as a joint national and public work; (b) the cost of its construction, working, and maintenance be borne in the following proportions, viz:—Great Britain one-third, the Dominion of Canada one-third, and the Australasian Colonies one-third.”

Mr. WARD : *Pro formá* I rise to second the motion, but I may say at once that I regret I am unable to support it, because I differ from the mover in several very important matters. I do not propose to take up the time of the Conference with details. I compliment Mr. Thynne upon having so intelligently placed the matter before the Conference; I would, however, remind the Conference of the resolution passed at the Conference in New Zealand last year. I may say that I for one do not think that Canada has done what she ought to have done in connection with this matter. If we are desirous of arriving at finality in this matter we ought to have some practical evidence of what Canada and England are prepared to do—something more than placing before us formally the tenders received. I take it that if the Governments are prepared to guarantee that should be a sufficient security to those who desire to invest in this stock. It has been apparent to me that Canada and England want the Australasian Colonies to do more than they are fairly called on to do. Now I am quite prepared to say, on behalf of New Zealand, that if such an unprecedented change arises as our being left in the cold so far as cable guarantees are concerned, we are prepared to do a great deal more than heretofore; but we are not in that position, and I hope that we will never be. We are prepared to stand in with the other Colonies in this matter, but at the same time we want to see the Canadians approach it in a broader spirit and not throw the whole of the responsibility on these Colonies. Every effort should be made by this Conference to see that fair representations are made, and that the Canadian Government should be made to realise the advances we have already made in the matter. The resolutions are too far-reaching, and on that account I cannot see my way to support them. I should be glad to support a resolution of a more general character to keep the matter alive. I have only seconded the motion *pro forma* to allow the question to be fully and fairly discussed. In my own opinion there are few matters of greater importance than having low cable rates between here and the old world, as it is to the far-away parts of the world that our producers will have to look in the future; and in this regard low cable rates are a of vital importance. Speaking for New Zealand, though we cannot support the resolutions as they stand, we are desirous of co-operating with the other Colonies to obtain cheap cable rates.

Mr. COOK : I am in the same position as Mr. Ward in regard to the resolution submitted. The Colony I represent is as anxious as I believe most of the Colonies are to have an alternative system of communication to the various countries of the world, but at the same time we are not prepared to go to the extent of the drastic resolutions submitted by the Hon. Member from Queensland. It will be in the recollection of the Conference that at the last Postal Conference a resolution was submitted, affirming the desirableness of this cable being carried out by a private Company and subsidised by the various Governments. The result of the tendering in Canada shows very clearly that not one of the companies will take the risk and responsibility on their own shoulders; they make offers indeed to maintain the cable for three years, but that is a very short space indeed in the life of a cable. I desire to emphasise what Mr. Ward has said in regard to the want of practical sympathy on the part of Great Britain, as I do not think we have been treated as well as we had a right to expect; the same may be said of Canada—she sends us out these bald tenders for our information, and hopes we will continue from our side of the water to agitate to bring matters to a practical conclusion. It appears to me that it is for them to submit an alternative proposal. If the matter is such a good one one might readily expect these Companies who have tendered to undertake it with some degree of alacrity, but none of them will take the risk beyond the three years. As to the route, it appears to me that unless we can get some of the Islands, at any rate, it will be a very precarious thing as a business venture; we have it stated in the newspapers that America won't concede any point in respect of the Hawaiian Group. The last information we got was on the 26th of last month, which states that the Committee of the United States Senate had reported adversely as to granting England a cable station in the vicinity of Hawaii. I don't know, really, that it is in the power of this Conference to discuss the matter on the lines suggested by the Hon. Member from Queensland: it is a matter of policy for the various Governments to consider rather than a business arrangement for this Conference. I do think before we take any further steps in the matter beyond a very general resolution, the various Governments should enter into negotiations and determine the lines upon which it should be proceeded with. I am inclined to think that at the last Conference we went a little further than we should have done. It seems to me that the practicability of the route is not altogether determined upon, and that the estimate of the returns expected from it has been very much exaggerated. I beg to move an amendment, as follows:

“That this Conference re-affirms the desirableness of the construction of the Pacific cable to connect the Australian Colonies and Canada; and in view of the ascertained practicability of the scheme, respectfully urges upon the various Colonial Governments that steps be taken for the furtherance of the project at the earliest opportunity.”

I think that is as far as it is desirable we should go in the matter at the present time.

Mr. FYSH : I think the amendment is worthy of consideration, but I am thankful to Mr. Thynne for the elaborate and painstaking way in which he placed the whole business before us. While he was speaking my memory was being refreshed with the history of the commencement of these proceedings. We find that the statesmen and Government of England are standing aloof from this proposal, and it is contemplated to place the Governments of Australia and Canada in the undesirable position of taking up a commercial speculation. What Governments do in matters of this kind they do boldly. The times are completely out of joint in regard to subsidising cable.

companies. We do not know where we stand or are likely to stand in the next few months in regard to our existing lines. In the disjointed position we are in at the present moment I am not in a position to give the proposal of Mr. Thynne that practical sympathy that I would like to do, but I hope that the deliberations of this Conference will lead to a larger amount of sympathy and interest in this proposal. I gathered from the speech of Mr. Ward that his mind is turning to the possibility of the fear of competition causing the existing lines to maintain the rates we are now paying, and I think the existing companies should take warning that unless they are prepared to maintain low rates competition will step in. Although they have laid three lines of cable between here and Java, we know difficulties are constantly arising, and there is nothing to prevent another company constructing another line of cable home, and entering seriously into competition with them. We shall be thrown back directly on the old position; there will be no agreement between the Colonies, but we will each have to make our own arrangements.

Dr. COCKBURN: There is nothing more conspicuous in the past history of South Australia than that we have always done our utmost in the interests of Australasian telegraphy; but on all former occasions when South Australian representatives have taken part in discussions on this subject, they have always refrained from voting, and I shall follow the same course to-day. I do not know that I need say anything at all, except that I am anxious that no false impressions should get about in regard to the recent developments which have taken place in connection with the proposal to lay this cable. Mr. Thynne quoted some figures in regard to the estimated traffic on this line, prepared by an eminent engineer and an enthusiastic advocate of the scheme, Mr. Sandford Fleming. At present the cable sends 1,400,000 words a year. If we estimate that the Pacific cable takes half of this, I think it is a very liberal estimate indeed, when we consider that only $4\frac{1}{2}$ per cent. of the messages come from America. This gives us 700,000 words a year as their business. Of course the reduction in the rates may lead to an increase of business, but our experience in cable traffic has not been that a reduction has always led to any great increase of business as anticipated. The reduction which was effected on the existing line was not followed by such a large increase as some anticipated. We must not, therefore, be too sanguine that any decrease in the rates will lead to an increase of business. Mr. Thynne spoke of the low tenders, but I would ask do these tenders fulfil the conditions we anticipated it would be necessary to fulfil in connection with this cable; and if the Government are to undertake this work, it is necessary that the repairs should not be a very great item. A cable may very well stand a strain of three years, but it will be after this that the danger will come in. It will necessitate extreme carefulness if the subsequent maintenance of the cable is to be undertaken by the Government. There is one other matter to which I would like to call attention. We ought not to shut our eyes to the fact that all authorities on this subject have laid stress on the fact that it is absolutely necessary for a commercial undertaking of this nature to have a duplicate line, and that a single line has never yet been known to pay commercially. Then again, with regard to Mr. Fleming's estimate, he leaves out of his calculations in regard to working expenses any calculation in regard to repairing-ships; no allowance is made either for a sinking fund. I think we should abstain from dealing with the matter until we are in possession of some full information in regard to it.

Mr. WARD: I have no desire to detain the Conference, but I would like to make reference to one remark which fell from Dr. Cockburn in regard to the effect of the reduction of the rates upon our cable business. In 1892 the number of international messages sent by New Zealand was 2930, valued at £11,279 10s. 9d. In 1893, the year following the reduction, there were 6114 messages of the value of £20,934 0s. 10d., an increase of 3184 messages, and £9654 10s. 1d. in value. The outward intercolonial business in 1892 was 15,758 messages, valued at £11,576 18s. 9d., and in 1893, 28,293 messages of the value of £7753 11s. 2d., an increase of 12,535 in the number of messages, but a decrease in value of £3823 7s. 7d. The number of intercolonial messages increased by no less than 79·55 per cent., but the value decreased 33·03 per cent., the decrease being due to the rates over the intercolonial cable having been reduced by over three-fourths—from 8s. 6d. to 2s. for the first ten words, and from 1s. to 3d. for each additional word. My experience is, therefore, that where the rates are materially lowered there is generally a large increase of traffic. As the amendment proposed by Mr. Cook meets my views, and also those of the Conference, I hope Mr. Thynne will see his way to withdraw his motion in its favour.

Mr. THYNNE: I would like to say a few words in reply to the gentlemen who have addressed themselves to this question. In the first place some of the speakers have expressed some dissatisfaction with the action of Canada in not submitting some more extensive and complete proposal than they have, but if we remember the fact that the Ottawa Conference only concluded its sittings in July last, and that the result of the tenders has practically only recently arrived in Australia, we will see that it is premature to complain of nothing having been done upon those tenders. It seems to me that the Canadian Government have done everything in the matter that they could be expected to do. They have lost no time in ascertaining the cost of the cable, and communicated that information to us. Our Conference has been fixed at an earlier period than usual, and consequently we are not in receipt of the full information from the Canadian Government that we would have liked. We have not received any detailed explanation of what they propose to do; they have not had time to consider it. It is for us now to take those tenders into consideration and see how far we are prepared to go in regard to them. We must somehow be brought together on a business foundation, so that we can meet each other on some definite lines, and have some

definite proposal before us, before we can come to any conclusion at all. It seems to me that the proper course will be for the Australian Colonies to give this matter their full consideration, and then to make a representation to the British Government, as well as to our friends in Canada, as to what course they are prepared to take. I think they are entitled to demand from us some expression of what united action we are prepared to take before we can complain of their not putting any proposal before us. These are the reasons that impelled me to bring forward some definite proposal for discussion. If any better scheme can be devised no one will be better pleased than I shall be. At this early stage of the proceedings it is evident to me that the Australian Administrations have not had sufficient time to give full consideration to the conclusions of the Ottawa Conference, or the effect they had on the mind of the Imperial Government, and for that reason I will be prepared to adopt the suggestion made, and content myself with a somewhat less rapid advance in the direction of this cable than my resolution would have provided. Before I conclude, I would like to say a few words as to some of the circumstances that seem to have had a very considerable effect on the mind of Mr. Cook in connection with these tenders. He has been much struck by the fact that no definite offer was made by any of these companies for the construction of this cable. Now I am not much impressed with that fact, because, if we look at the history of companies constituted for the purpose of undertaking work of this character, we find, first of all, something in the shape of a concession obtained by some private individuals, who thereupon set to work to find the capital necessary. It would be asking rather much of any one of these tenderers, or any one of the people who would be inclined to enter upon an enterprise of this character, to find funds at a few weeks' notice. An institution capable of carrying out a work of this kind is one of slow and moderate growth. Mr. Cook is also impressed by the fact that the tenderers limited their guarantee to three years. I may inform him that that is in accordance with the published conditions, which asked for a three years' guarantee. It is the opinion of many people that when you have laid the cable on a sound bed, as the bulk of the bed of the Pacific seems to be, the prospect of interruption is less than in the beginning. In submitting this resolution, I would like to say that I do not look on this Conference as anything more than a recommendatory body; the Ottawa Conference was the same; and there is no power or body in existence that has any greater power than that of recommending and advising. With regard to Mr. Fleming's estimates, I am inclined to believe that they are fairly reliable.

The PRESIDENT: I admit there is a certain amount of fascination about the idea of a Pacific Cable; but, when we come here as business men, dealing with a practical question, we must look at it from a business point of view. Mr. Thynne said it did not much matter what we did, as we were only a recommendatory body; but he must not forget that we are here as Ministers of the various Colonies of the Australian Group, and, as such, anything we may do here must to a very great extent commit the Ministries of which we are Members. Any resolution to which we may agree may be quoted against us or our Ministries, as if that Ministry or Colony had assented to some definite proposal. That therefore makes us, or should make us, rather more careful in what we say or what resolutions we agree to, than if we were merely delegates, not connected with the Ministries of the day. Looking at it from a practical point of view, the first question is—is it practicable to make this cable at all? I find that considerable doubts have been expressed on that point. It must not be forgotten that there is a greater span to be got over than has ever been spanned by a cable before, and that the cable must be sunk to a greater depth than any previous cable has been. Even if it is practicable to lay the cable, we may well have some doubts whether the cost of the cable in the first place, and the subsequent expense of repairing it, will not be considerably larger than the figures before us seem to warrant. Personally I think when the cable comes to be laid, even if actual survey shows a better route at a less depth, it will be found to cost more than we think, and considerably more to repair and maintain it. Assuming that it is practicable to lay the cable, the next question is would it be a good commercial transaction. Here I have reluctantly come to the conclusion that it would not be; I cannot see where the commercial success of the undertaking would come in. Of course we have the usual facts and figures always brought forward on an occasion like this; but my experience has always been, when such undertakings have been proceeded with, the expenses are always found to be more and the receipts less. I cannot think that the present occasion would be an exception to that general rule. The various tendering companies have all treated the matter in a very chary manner, and I was greatly struck by the action of Mr. Siemens in the matter. He came forward and gave some very straightforward and no doubt valuable evidence as to the practicability of laying this cable; but when it came to a question of cold business tendering, that gentleman puts in a higher tender than any other, which shows that he knew that the theory was one thing, and taking the business risk was another thing. From the conduct of these tendering companies, and the evidence produced, I am inclined to think that as a commercial transaction this Pacific Cable would not pay. If it does not pay as a commercial transaction, the question arises, are there any other considerations in its favour? I think there are. I think that for strategical and Imperial reasons, and for encouraging the growth of the Imperial sentiment it would be a wise thing to lay this cable, if not now, at any rate in the not very remote future. It would be a great spectacle to see the three great branches of the Empire united together, and in times of war it would be of immense value to the Imperial Government and the Colonies. If it is undertaken, it should be by England and her Colonies co-operating together. Of course we must remember that Canada is not so vitally interested in this question as we are. This will be to us not only a connection with Canada, but a direct

connection with the heart of the Empire—London; and I do believe when the matter has been fully considered by the Canadian authorities, they will do even more than they have done in the past. As regards the Imperial Government, it is more their concern than Canada's; and I trust on this occasion they will be found acting not only justly, but generously to this outlying part of the Empire. I may say that in the past I have been grieved and disappointed at the position the Imperial authorities at the Post Office have taken up in regard to telegraphic enterprise. We do not require this cable, because we have the existing one, which I was going to say was cheap and satisfactory—but I will say it is, perhaps, not unsatisfactory, and, perhaps, not too dear. I think that is as far as I can go. The present Company have succeeded in getting as much as they could, and a great deal more than they ought, out of us, but in future if they try to suck the orange too dry circumstances may so alter that this Pacific Cable may become a great commercial success. I do not know that there will be any immediate prospect of the cable being laid, but I trust we will all give what encouragement we can, and that the Imperial Government will come forward and take its share of the undertaking. I trust Canada will also give us in a concrete and tangible form the good wishes that I know she holds towards the enterprise. If that is so, I suppose Australasia would be willing to join in the enterprise, and if Australia is willing, I trust and believe that Victoria will not be wanting in helping her sister colonies in the matter.

Mr. THYNNE: I forgot to inform you that just before this Conference met I received a cablegram from Sir Mackenzie Bowell, informing me that important papers upon this cable question are due in Sydney on the 9th February. I sent him a message asking him to be good enough to give me some idea of the contents of the papers, and he replied, "Papers sustain Fleming's memorandum of 1st December, urging state ownership and appointment joint Commission to arrange details subject to approval of Governments." This letter, I take it, explained and put in a practical shape the attitude of Canada on this question, and removes still more the grounds of complaint made of want of action on the part of Canada.

The motion was then withdrawn, and the amendment having become the motion, it was carried.

Cable Guarantees.

The PRESIDENT, in reply to Mr. Ward, said:—Our attitude in regard to the cable guarantee is that we wish to withdraw from the undertaking we entered into of guaranteeing a certain amount, and we have given proper notice of our intention to do so.

Mr. WARD: Is it intended to maintain that position?

The PRESIDENT: I have seen no reason why we should not maintain it.

Mr. WARD: Then I beg to move, "That this Conference respectfully requests the Government of Victoria to reconsider its proposed withdrawal from the cable guarantees." The total amount of international guarantee payable by the colonies last year was £6191, and of that sum New Zealand contributed £1125 16s. 9d., about one-fifth of the total sum. Apart from that New Zealand has increased the amount of contribution to the cable service by no less a sum than £9654, as the result of the reduction of the rates from 9s. 4d. to 4s. 9d. per word. If any of the other Colonies were to abandon the international cable guarantee, the alternative must be a reversion to the original high rates. We are prepared to pay a larger sum of money to maintain present rates rather than see trade disorganised.

Dr. COCKBURN: I will second the resolution. I very much fear that if Victoria withdraws from these guarantees they will be at an end at once, and there is no doubt that the Australian public will suffer very considerably. The reduction made in consequence of the guarantees in the cable rates alone has led to a saving of £200,000 to the community; and I would like this matter to be taken into consideration, for is it not possible, if even a small consequent increase took place in the rates, that it would press more hardly on the people of Victoria than the amount of the contribution the Government are now making would do?

Mr. COOK: I find this cable company is still paying immense dividends and keeping up a big reserve fund, so that they might in these times of depression easily afford to be a little bit generous. We still maintain the basis of 1889 as a basis on which our business is conducted, and it is a question in my mind whether it is not possible to make some re-arrangement in regard to these subsidies. I am inclined to support the resolution which has been moved, as we must be careful to throw no impediment in the way of our foreign trade. I think it is better Victoria should not take the extreme step she proposes to do, but wait and see if the figures of the last 3 or 4 months are maintained, because if they are maintained the guarantee might be wiped out next year.

Mr. FYSH: It would be an exceedingly harmful proceeding if we have to revert to the position we occupied prior to the last agreement of 1892. If one Colony withdraws from that arrangement we will each of us have to review our position, and is it possible that we are going to open the question of reviewing the tariff against each other in 1895,—that year which we hoped was to be marked by the accentuation of the federal principle and practice of which we have all heard so much? I do trust Victoria will see the advisability of re-considering her position, and taking a larger view of the subject. If one Colony withdraws it will necessitate the withdrawal of the

whole of them. I support the proposal of Mr. Ward, with a view of inducing the Government of Victoria to review their position, if they only maintain their present guarantee for 1895. It is worth while making a great effort rather than reverting to the rates we paid heretofore. For this reason I hope we will not be left here in Tasmania to maintain the cable at our own charges for the benefit of the whole of the neighbouring Colonies. We must have a practical sympathy shown by a monetary contribution from the various Governments. I hope, therefore, the wishes of this Conference will be conveyed to his colleagues in Melbourne by Mr. Duffy, and that before this agreement ceases to exist there will have been such a revival in the business of the cables and telegraphs that he will feel warranted in recommending his Government to reconsider their present determination.

The PRESIDENT: There was one remark which fell from Mr. Fysh which I prefer to misunderstand, and that was one which seemed to convey to my mind a fear of Victoria instituting a preferential rate as against Tasmania. I move in this matter with the greatest reluctance and regret. I was instrumental in carrying this matter into being. It was first mooted in 1890, Queensland or New Zealand not coming in. When the Conference met in 1891 in Sydney I was strongly urged that it would be unwise of Victoria and the other Colonies to undertake the responsibility themselves, but I regarded it as being of benefit to our commerce in these seas and the whole of the British Empire that the reduction should be made. I therefore proposed the present arrangement at the Conference, and succeeded in carrying it through our Parliament. Therefore it is with regret that I find myself called on four years afterwards to undo the work; but, on looking into the figures, I found that the brunt in this matter had to be borne by New South Wales and Victoria, and with the latter Colony it had proved anything but a nominal guarantee up to the present: it has proved a greater financial loss than we expected. In our prosperous days we did not mind this, but now we are compelled to economise in every possible way. I felt that in this matter we must have some finality and get rid of these guarantees as soon as we could get out of them. The figures placed before me to a great extent actuated me, especially as things might be worse and the decrease greater next year. I felt it was a duty that I owed to the Colony to get rid of this expense as soon as I could. I would suggest to Mr. Ward that he withdraw his motion for the present, and that a Committee meeting be arranged between myself and the other members of the Conference and the representative of the Cable Company, whom, I understand, is at present in Hobart. If any *modus vivendi* can be arrived at, I will rescind the notice of withdrawal without troubling my colleagues.

Mr. WARD: I will comply with the suggestion you have made, Mr. President, and ask permission to withdraw my motion. The course you have suggested is agreeable to the other Members of the Conference, and I hope a solution of the difficulty may be arrived at in Committee. Now I wish to state that the actual amount New Zealand paid last year was £6234 1s. 8d. for cable guarantees only. I don't want it to be thought that we are asking Victoria and New South Wales to bear a greater proportion of the contribution than we are paying; we want to do what is right in the matter. Our payment, taking our population into consideration, amounts to a very considerable sum larger than Victoria has to pay towards these cable guarantees. We are paying, not only what we agreed to pay, but a greater amount than was agreed to at the time the rates were fixed. We should, I think, pass a resolution calling on the Imperial Government to consider the position of the international cable business of these colonies, pointing out that they pay nothing whatever, although they have merchants receiving the advantages of the cheap rates, and that in the interests of trade and commerce it is only fair that they should assist to enable the whole of the Colonies to secure the benefits—commercial, national, political, and social—which low cable charges bring about, without being unduly taxed.

The Conference then went into Committee.

On resumption of Conference—

Mr. WARD said that the matter had been considered in Committee, and he would now move the following resolution:—

“That the several Colonies agree to guarantee international revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided that the total payment in any one year shall not exceed £10,000; and to guarantee a revenue of £20,000 on the New Zealand Cable, and to make up any loss below that sum, provided the payment in any one year shall not exceed £9000; provided always, that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be from year to year, and terminable at two months' notice.”

Mr. COOK seconded the motion, which was agreed to.

Compulsory Telegraphic Code.

Mr. WARD: Probably it is within the recollection of Members of this Conference that at the Telegraphic Conference held in Paris in 1890 it was proposed to establish an official vocabulary of code words for cabling. I do not know if Hon. Members have seen the proposed vocabulary it is intended to use, but I have seen some of the words, and in my opinion they are not such as ought to be forced upon private people, or those who wish to use cable codes. I presume

the object of those who suggested that the vocabulary should be used was to prevent the abuses of the private code system. I do not, however, think that the whole of the Colonies should be made to suffer for that, and it would be very arbitrary to compel business people to abandon their private codes. I hope the Conference will see its way to enter a protest against the suggested change. In the Colony I represent the mercantile community are strongly opposed to it. I move that the matter be referred to the permanent heads of the departments to report upon.

Mr. COOK seconded the motion, which was carried.

Congratulations.

Mr. FYSH expressed the sentiments with which the Conference welcomed Mr. Ward, and wished him a pleasant voyage.

Mr. WARD, in reply, said: I wish to express my sincere thanks for the consideration which has been shown me, and take this opportunity of expressing my sense of the great courtesy and kindness which has been extended to me by the Members of this Conference, who have put themselves out in order to suit my personal convenience. I thank Mr. Fysh for his good wishes, and hope that by the time we meet again no political changes will have caused any of us to be enjoying a quieter life. (Cheers.) I ask Mr. Fysh to be so good as to represent New Zealand in my absence.

Mr. FYSH: I accept the duty with pleasure.

Black Labour on Mail Boats.

Mr. COOK: Before we separate, I wish to raise the question of the employment of black labour on mail steamers. There is only one Company employing coloured labour on its boats, and that is the P. & O. Company. They allege, as a reason for the employment of this coloured labour, that white crews cause an infinity of trouble through drunkenness and disobedience. They state they do not employ coloured labour because it is cheaper, but because they can preserve better discipline. Such an assertion is not worthy of a large company like that, and I am inclined to speak very strongly in regard to it. In my opinion, it is no argument at all to say that such reasons are sufficient to induce them to discard white labour. We should employ no labour that will not commingle with our own; and I think it is one of the strongest arguments against the employment of coloured labour that it is not possible for it to live side by side in harmonious relationship with our own. There must be always an impassable barrier between the coloured and white races by reason of the difference in language; and, since it is impossible for them to commingle, we ought to give white men the preference over the others. We should insist strongly that our mails should be carried by those who are of the same flesh and blood as ourselves, and live the same kind of life; and I therefore move—"That it be a condition in any future contracts that mail steamers shall be manned by white labour only."

Mr. WARD: I second the resolution, and I may say that I fully agree with the remarks that have fallen from Mr. Cook. It does appear to me that so long as we largely subsidise these steamers, and one line is manned by white and the other by coloured labour, preference should be given to the lines carrying white labour, unless the other lines are prepared to displace their coloured crews. In the colony I represent there is a very strong feeling against paying public money to steamers manned by coolies. I wish to put that feeling on record.

Dr. COCKBURN: I desire to support the resolution. The question was raised also at the Conference at Wellington, and I felt there was a strong opinion then forming in the minds of the public, and which has since gained ground daily, that black labour should not be employed on mail boats.

The motion was put and carried.

At 10.25 P.M. the Conference adjourned until the following Wednesday.

WEDNESDAY, 6TH FEBRUARY, 1895.

Western Australian Mails.

Sir JOHN FORREST: Sir, I regret I should have to bring before this Conference so prominently a matter which may be said to be a local matter, as affecting the Colony I represent; but the motion I am about to propose is one of very great importance to us, and I am glad to think it will not very injuriously affect any other Colony. I think, therefore, that the members of this Conference will not have any objection to having these proposals embodied in the next mail contract. I understand that the present contract is likely to be extended to the 31st January, 1898, and my proposals are not intended to affect the extension of the present contract up to that date. My desire is that these conditions shall be inserted in any new contract that is agreed to. In the present contract there is a provision that the P. & O. and Orient mail steamers may call at Fremantle if they desire to. I have never pressed upon them.

to do that, because I was aware that the accommodation is not good enough to allow them to do so, but we are now providing at an enormous expense what we hope will be a safe and commodious harbour at Fremantle, and when the new contract is entered into in about two years' time or more, we have a natural desire to have these steamers call at our chief port. The desire of the people of Western Australia is that these steamers should call at Fremantle and take on board mails and passengers. The only objection any one can have to that is that it may delay the mail, but I can hardly think that that would be the result; it is very little out of the direct course, and in any case there are detours far greater than the one I suggest on the part of the mail steamers between the old country and this one. I would like to point out clearly that it is not intended to affect in any way the present contract, but only any future one, and only then when safe and commodious harbour accommodation is provided. It will cost my Colony a million of money to provide that accommodation, and I think when we have spent that amount we should have every consideration it is possible to give us. In regard to portion No. 2 of my motion, although it will be of the greatest importance to Western Australia, it will not in any way affect any of the other Colonies. Mail steamers arriving now near midnight will seldom leave before morning—until daylight I am informed—but the uncertainty so caused occasions great annoyance and inconvenience: it is difficult for anyone who wishes to leave by one of the mail steamers to do so. We all know the time these steamers stop at such ports as Aden and Colombo, and I see no reason why they should not stay a short time at King George's Sound for the convenience of the people of Western Australia. The proposal is that under the new contract the sailing day shall be Saturday; Saturday would suit us better than any other day, but, next to Saturday, Wednesday is the best day for us. Saturday would suit every Colony in Australia. Queensland is under a great disadvantage at the present time, though I am sure we will do our best to remove it if she would be satisfied to dispatch her mails to leave Adelaide on Saturday. Now they have to remain over Sunday somewhere about Sydney; any day between the Wednesday and Saturday will be disastrous to us, and I will oppose it as strongly as it is possible for me to do. It will either result in the steamers leaving Albany on Sunday, or in our being obliged to dispatch our mails from Perth on Sunday; of course that is an arrangement no one would desire to impose on any Colony if it could be avoided. I am quite sure Members of this Conference would not for a moment desire to place Western Australia at a disadvantage to which they themselves would not for a moment submit. I have much pleasure in moving:—

“That in the opinion of this Conference it is desirable that in the next contract for the conveyance of mails from the United Kingdom to Australia, provision be made—
 (1.) That, until safe and commodious harbour accommodation be provided at Fremantle, it be optional with the Companies to call at Fremantle; but that so soon as such accommodation is provided, it be compulsory for the Companies to call at Fremantle to deliver and take on board mails and passengers. (2.) That any mail steamer arriving at Albany or at Fremantle after 11 P.M. shall not leave such port till 8 A.M., and that mail steamers arriving between 8 A.M. and 11 P.M. shall remain in port for six hours at least. (3.) That the sailing time for mail steamers from Adelaide be Saturday at noon.”

Mr. COOK: I beg to second the motion. I sympathise with Western Australia in their desire to improve their mail arrangements, but I will suggest to the mover, would it not be well if he made paragraph No. 2 of his motion correspond with the conditions set forth by the permanent heads of departments? If he looks there he will see it is provided that the outward steamers shall stay at the port of call for not less than six hours.

Sir JOHN FORREST: If required by the Post Office. The difficulty is when they arrive in the middle of the night. We want them to stop until they give people an opportunity of getting on board.

Mr. COOK: That means practically nine hours. In respect to the other points, I am in complete accord with Sir John Forrest, both as to the day of sailing from Adelaide, and as to the desire on his part to get increased accommodation at Fremantle, but I would strongly urge on him to make some little concession in regard to the detention of nine hours in the night. If he can make it six or seven hours, there will be no difficulty.

Dr. COCKBURN: With regard to the second portion of the motion, I quite agree with Mr. Cook that it is to a great extent provided for; and to the extent that it is provided for it should not be re-duplicated by the Conference. Fixing the time for one port of call will mean fixing it for every port, and that will hamper the position very much. It will be as well for Sir John Forrest not to press this matter, and I think it would be as well for us not to go further than we have already gone. With regard to the first portion of the resolution, it will be fulfilled very shortly, and steamers may find it necessary to call at Fremantle. With regard to the third portion, that has been decided at a recent Conference. I sympathise with the mover in his desire to avoid Sunday work at any port of call; but, on the other hand, the time must be fixed for mails to leave Adelaide so that they might arrive in time for replies to be sent by the mails leaving England on Friday, especially in regard to the provincial markets. I believe Friday is likely to remain the day for the mails leaving England, as it is preferred by the London merchants. I think it was this consideration that induced the permanent heads of departments at Brisbane to recommend Thursday as the day for mails to leave Adelaide, as fulfilling these important conditions, but afterwards the day

was altered to Saturday. The matter was again referred to the permanent heads of departments, and the time was again altered to Thursday, or if possible, Friday, to meet the wishes as far as possible of Western Australia. I think it is a pity we should have all this oscillation from one day to another, and so I will ask Sir John Forrest to accept this—

“That in the new mail contracts the day for leaving Adelaide for England shall be fixed so as to allow replies to be received from Queensland, and so that Sunday work at the various ports of call be avoided.”

I beg to move that as an amendment.

Mr. THYNNE: I will second the amendment *pro formâ*, in order that the matter may be fully discussed. It seems to me that the proposal of Sir John Forrest is one that will best suit the whole of the Colonies. At present we are in Queensland in the very awkward position of having to close our mail on Friday, two days before the incoming mail is delivered, and the mails even then do not leave Sydney until Monday night. As far as I can see, Saturday as a day of departure is likely to suit all the Colonies best. We could thus close our mails on Tuesday evening, and have the whole day to reply to the incoming letters, and avoid Sunday work. It is not so important to the Colonies to get replies from England as to send replies there.

Mr. COOK: I think Sir John Forrest's proposal is quite reasonable, as it is only intended to come into operation when the new contracts are entered into.

The PRESIDENT: I think if Dr. Cockburn were to withdraw his amendment it would be better under the circumstances. Though the logic is on his side, Sir John Forrest's proposal only affects future contracts, and by passing it we would not be doing any executive act. The second portion of the motion goes in my opinion rather further than is necessary or desirable, so I will ask him to consider the convenience of the mail steamers too, and not press the matter.

After further discussion, Sir John Forrest altered his motion in the second paragraph to provide for steamers remaining in port for 6 hours, and striking out the words “at noon” in the third paragraph. The motion, as amended, was agreed to.

Australian Cable Guarantees.

The Conference then went into Committee to consider the Australian Cable Guarantees.

Adjournment.

At 12:30 P.M. the Conference adjourned until 10 A.M. next day.

THURSDAY, 7TH FEBRUARY, 1895.

The Federal Mail Contracts.

The PRESIDENT took the Chair at 11:40 A.M.

Mr. COOK: Mr. President, I regret in connection with the matter of the Federal Mail Contracts—an all-important one to the Australasian Colonies—the authorities at Home did not see their way clear to make some greater concessions than they have done with respect to the extension of the mail contract. This extension is desired by the London Post Office so that the termination of our contract may be concurrent with the termination of that for the Eastern mails. That, I presume, is not only satisfactory to the London Post Office but also to the companies interested. If, therefore, such arrangements as that be agreed to by this Conference, it does appear to me, having in view the very different conditions now obtaining to those which obtained at the time this mail service was entered into, they might have been a little more liberal in the concessions which they proposed to give us. Out of the total of ten conditions laid down at the Wellington Conference, the Home authorities propose to concede two only. Perhaps on this point, Mr. President, it would be well if I read the intimation received from the London Post Office in answer to a cablegram sent Home asking how many of these concessions would be made. The reply, Mr. President, is as follows:—

“Agents-General conferred with Committee of Post Office urging views of Wellington Conference. Post Office then conferred companies, who agreed from first February, 1896, to include parcel post in contract, and guaranteed invariable call at Colombo. Post Office will extend contract two years, and write Colonies shortly on paragraphs 3, 4, 5, 6 of recommendation Conference, with every desire to meet wishes of Colonies.”

It would seem to me, Sir, there is not much desire on the part of the Home Office to assist us. They propose to give us only two out of the ten concessions asked for—and of those two concessions which they propose to make to us they are not by any means the most important; but it appears to me that we are somewhat in a difficulty with respect to these contracts. To call for fresh tenders now would, I presume, only be placing ourselves and the Colonies we represent at the mercy of these companies, unless in the meantime some steamship company come in to make the running and

compete. That appears, so far as we know, quite improbable at the present time, therefore we are compelled—especially in view of the strong wish of the London Post Office to this effect—to agree to the proposal laid down by the London office. I should think, Sir, considering that we have now two years more to run with the mail companies connected with the Federal Mail Contract, that the London Post Office will, before the termination of the existing contract, use their influence in getting from the mail companies some of the conditions agreed upon at the Wellington Conference. I can only therefore move, Mr. President,—

“That this Conference desires to express its disappointment at the reply of the London Post Office to the conditions laid down by the Colonies for an extension of the Federal Mail Contract, and while, under the circumstances, reluctantly agreeing to such extension, desires to emphasise the terms and conditions of the Wellington Conference. This Conference further desires to inform the London Office that no future Contract will be acceptable to the Colonies which does not include them, together with the resolution passed by this Conference relating to the employment of coloured labour.”

I can, Sir, only move this resolution, and reiterate the hope I have already expressed, that the London Post Office will exert itself to the utmost to try to secure some of the important conditions laid down by the Wellington Conference. For instance, there is the condition relating to frozen meat, butter, fruit, &c. The stipulation of cool storage on our mail boats has not been mentioned by the London Office, and this I take it, Sir, has an important bearing on the subject, in view of the fact that the Australian Colonies are trying to recover themselves to a certain extent by the exportation of perishable products. The London Office says nothing of that either in their telegrams or in their promise to write hereafter. They leave it out altogether. They also leave out the last condition agreed to by the Wellington Conference as to the employment of coloured labour on mail steamers. Some of these things, such as the exportation of frozen meat, butter, and fruit, &c., it would seem are proposed to be left out of sight altogether. They neither give us the concessions, nor write to us about them. Altogether the reply from the London Office is not of a very satisfactory character. I accordingly beg to move the resolution which I have just read to the Conference.

Dr. COCKBURN : I beg to second the resolution, which I do somewhat reluctantly. I should certainly have liked to have seen the stipulations met in a more liberal spirit. I cannot but bear in mind the fact that the Post Office authorities have definitely refused on more than one occasion to call for any tenders which would extend the term of the contract for the Australian mails beyond the termination of the present contracts which have been made by the London Post Office authorities for the India and China mails. Of course that throws us into the alternative of either doing as proposed by this resolution, or to insist upon fresh tenders being called for a short term. To adopt the latter alternative might involve us in difficulties. It cannot be expected that other steam companies will come in and tender for only two years, as they would have to provide a large fleet of steamers to carry out the service. I think, Sir, the chances are if we called for tenders for the ensuing two years, we would in the end be glad to get back to the present system. The question of cool storage is an important one to the Colonies, as the quantity of perishable products now exported is a large item of revenue; but it must be borne in mind that the Colonies interested in the mail contracts and having agreements with the mail companies can at two months' notice get from the companies the cool storage accommodation they require, and they have entered into arrangements to supply extra vessels to carry on this trade. With regard to the resolution which has already been confirmed by this Conference in reference to the employment of coloured labour, the most sanguine cannot expect anything to be done in this direction for some little time. It will take, no doubt, some time for the necessary arrangements to be made. We have no other course but to fall in somewhat reluctantly with the desire of our senior partner in this respect—the United Kingdom—which not only acts for us, but also calls for tenders and bears the larger portion of the subsidy. I therefore beg to second the resolution.

The Hon. P. O. FYSH : I must, Mr. President, support the resolution in its entirety, except upon one point. I do not wish to have any reservation in my own mind as to which I am not disposed to give utterance publicly. I will say, firstly, I think the time is coming when the cost of the subsidies to the mail steamers will cease, but if not ceasing, yet the cost shall be more equitably divided in the future between our senior partner and ourselves. No one appears desirous at this Conference of re-opening the question of the subsidised amounts of Tasmania in contradistinction to other Australasian Colonies and our senior partner, the United Kingdom. If we consider the enormous amount of business transacted by these Colonies for the mother country, it must be apparent that the division of the cost, £170,000, which is the present subsidy paid, has not been equitably made when the Imperial Post Office takes only £95,000 out of the £170,000, giving £75,000 as the share of the Colonies. I have no later statistics than 1889 as to the mail matter carried. If I had an opportunity of gathering information later my statement would be considerably emphasised in that every year the quantity of mail matter carried from England for these Colonies far exceeds the growth of mail matter carried from the Colonies to England. That would be apparent from the fact that while in one year there were 35 tons of letters carried, there were 500 tons of mail matter in addition to letters. The great tonnage of matter which leaves Australian waters for England would be newspaper matter, and therefore the quantity of tonnage they have to deliver for us is very small in the item of book and parcel post; but

for the Imperial Government we have to distribute over 500 tons in one year. The proportion of work done by these Colonies for the Mother Country—she receiving the whole of the revenues from postal matter delivered here—the amount of work done here is far in excess of the work done for us. Therefore on some future occasion it will be desirable to consider, if the subsidies are to continue, to give a more equitable distribution of that charge. There is only one other point to which I will refer. Some of the concessions asked for have been granted by the Committee of the Post Office in London; others will be referred to by subsequent letter. In some minor points we have found ourselves running upon parallel lines with them, and it is well that we have no reserved opinions which we do not express with regard to these matters. With reference to the question of coloured labour, I fully sympathise with the views expressed in letters and correspondence, and in the words uttered by the representatives of these Colonies. I would like to point out there is another side to this very important question. Upon a late occasion, when it was discussed I gave my voice with the majority, because I am satisfied if the Orient Steam Company's service can be conducted with English labour, the P. & O. service should be also conducted; and we are not handicapping the P. & O. Company in their competition with the Orient Line by demanding that they shall employ white labour as the Orient Company do. It is apparent that if one Company can do it, as they are doing it, without incurring extra cost, the other Company can also do it. There is one point we should bear in mind when we are meeting our confederates in connection with the Imperial service—I use the term Imperial as embracing Australia, for we are an integral part of the Empire—we must not forget the Empire embraces 250 millions of our fellow subjects in India. It appears to me to be a very strange thing that we should be forgetful, or, if we are not forgetful, that those who are seeking to monopolise the labour of Australia should be altogether forgetful, of these fellow subjects and their interests. We should not, Sir, be forgetful of the position we occupy as inheriting what our forefathers did only 150 years ago, when it gave the East India Company a charter to take possession of and build up a commercial Company. English treasure and English blood were spilt; and ultimately that vast Indian Empire was taken over as part and parcel of the British Empire. Irrespective of other incongruities, when I see two representatives of Colonies before me which have developed their resources largely by the employment of coloured labour,—when I remember that Queensland has had to retrace her steps with reference to this matter, and that Western Australia will most probably have to be developed with the aid of coloured labour,—it does seem incongruous with these facts before us, if they be facts, that we should be so deliberately setting our faces against the employment of a few hundred Lascars. I make a point of these things in order that our people may be reminded that we cannot always devote ourselves solely to the advancement of what seems to be our personal interests at the moment. Our personal interests are associated with the development of the whole of Australia. Although I belong to Tasmania, I have interests in Queensland and other Colonies,—that interest which you all have,—an interest which will be very much greater in the great future Commonwealth which will be developed. Under this great Commonwealth we must not forget these things: those for whom we work must not forget these facts. In attempting to secure for the people the benefits they desire, we must forget our insularity and those things which are purely selfish, and remember that we are parts of a great Empire. We must look abroad and remember we are not Australian people only, but that we are part of the British Empire, with 300 millions of our fellow subjects living in India.

Sir JOHN FORREST: Mr. President:—I do not feel able, with the information I have before me, to subscribe to the motion of the Hon. Mr. Cook. It seems to me altogether unnecessary at the present time. The telegram which has been read to us, I take it, merely refers to the present extension of the contract, namely, to the 31st of January, 1898, and not to the new contract, which was adumbrated by the Conference at Wellington. I think it must be obvious to all of us that it would not be very easy or convenient for these companies to alter their arrangements. The telegram sent us in no way conveys the intimation that, under the new contract which will be called for two years hence, a great many, if not all, of the conditions asked for at the Wellington Conference may not be complied with. I cannot, therefore, see any reason for taking up the position that Mr. Cook proposes to take; and, with regard to the question of coloured labour, I notice it is practically the same recommendation.

Hon. P. O. FYSH: We understand it applies to future contracts, and not to this.

Sir JOHN FORREST: This should apply to the next two years?

Hon. P. O. FYSH: No.

Sir JOHN FORREST: Does the telegram we have received a reply to refer to future contracts or to the next two years? I read it as referring to the next two years upon two of the points, and as regards the other concessions asked for they will write us. That does not imply that when a new contract is desired they will not be able to comply with the conditions set forth in the Conference at Wellington.

Mr. COOK: The conditions of the Wellington Conference were intended to apply to the next two years.

Sir JOHN FORREST: From what we have done here we have practically agreed with these conditions, at any rate that we are prepared to accept the contract without the conditions of the Conference at Wellington being granted, and therefore it seems to me that as the companies

are prepared to comply with some of the recommendations it cannot be considered as other than satisfactory. I notice that letter J, Class 2, says that "tenders shall not state what class of labour is to be employed," and recommends to the Imperial authorities that mail steamers be manned by white crews; that is practically the same as the motion passed by this Conference. I did not know it went so far as to absolutely state we would not have anything to do with any contract in which coloured crews formed part of the manning of the steamers. I take it, therefore, Sir, that the recommendations of letter J just about equal the resolution passed by us the other day. I must say I quite agree with the remarks of Mr. Fysh in regard to this matter. It seems to me we must not get too narrow and selfish in our views on this question of coloured labour. I cannot think that the fact that a few hundred Lascars, subjects of the same Sovereign, being employed upon the mail steamers should be a matter that the Australian people should take so strongly to heart as to say "we will not even allow them to be employed." It seems to me we are getting into a position of great insulation, and also in a position in which we may be charged with very great selfishness. I do not know what the people of Australia think in regard to the question of immigration from the mother country,—I believe the consensus of opinion is even opposed to that on any large scale; I have no sympathy with that feeling either.

Hon. P. O. FYSH: They are opposed to assisted immigration.

Sir JOHN FORREST: They are opposed to immigration in large numbers of any people because it will interfere probably with the price of labour. This is not immigration, but merely the question of a few hundred sailors, natives of India, a country I think which we are proud to have dominion over, subjects of the same Sovereign, having a right to be employed upon the mail steamers coming into our ports. Considering this is not a bargain we are making altogether on our own account—if that were so we would be perfectly right in insisting upon any conditions we might think fit—but is a bargain we are entering into jointly with the mother country (hear, hear,) how can we expect the British Government to do anything which would encourage the idea in India that the natives were to be excluded from becoming sailors upon British vessels? It seems to me such a thing might have a very damaging effect upon the Empire at large. Whilst I am as strong as any one in this room in the desire to exclude from this Continent of Australia the coloured races, and do not desire to build up the country with coloured races—I wish it in every way to be a British country and community to the utmost extent—still I must say we are placing ourselves in a very selfish position by advocating that even the steamers that come across the ocean to us, and in which we are interested and have to pay a subsidy to, should not employ coloured labour. While we have to pay that subsidy even I do not know whether we should say we will not allow the mail steamers to be manned by coloured races, especially those races being our own fellow subjects. I must say I see no reason whatever for this resolution, especially when we have already expressed the same opinion in the Conference at Wellington: it seems to me like overdoing it. I hope, therefore, that the members of this Conference will not support the motion which has been made.

Hon. A. J. THYNNE:—Mr. President: It seems to me the resolution proposed by Mr. Cook goes further than is needed. The discussion has turned a good deal upon the question of the employment of coloured labour. Upon that subject I sympathise with Mr. Cook to this extent, that the Governments of these Colonies should not give facilities for the employment of coloured labour in positions which can be filled with equal economy or satisfaction by our own race; that, I presume, no one will for a moment question to be a wise policy. The Queensland Government, in their contracts with British-Indian steamers, made it a condition that the ships should be manned by purely white crews. I believe that Government would, if entering into any separate contracts, make the same stipulations. I hope I speak upon this question in agreement with the views of the Colony of Queensland. I believe all the Colonies would join in that view with regard to this question. (Hear, hear.) There is, however, a very considerable difference in the relation of Australian Governments to their constituents. It is not diplomatic, and it is not wise, to express now too strong an opinion, too strong a resolution, which we might be forced by circumstances or prevented from adhering to upon future occasions. I have no reason for not giving my support to the resolution. The Hon. Mr. Cook will see, as regards the question of coloured labour, there is practically very little difference between us. There are some other questions, for instance, the question of supplying cold storage and refrigerating space. With regard to these I have to inform hon. Members of this Conference Queensland is negotiating a separate service with the old country. It will be for her to consider these questions when these new contracts are verified, or when fresh tenders are called for the conveyance of mails. It will be for her to make representation, perhaps, to some future Conference that her position in relation to the different Colonies and their contracts is slightly altered. For that reason I am not able, having in view the special interests of Queensland, to commit myself to anything. So far as the extension of these contracts is concerned, when the proposal to extend it was submitted to the various Australasian Colonies, it was my duty to take it into consideration, and with very little hesitation I came to the conclusion that the wisest course was to assent to the increase proposed by the Imperial Post Office, with the modifications which have been suggested, and which I am very pleased to see have been conceded, that is, to include the parcels post. Queensland having obtained concessions which I suggested could be made, has obtained all that she has asked for; I therefore do not feel myself at liberty to go further. I regret that I am unable to vote with my hon. friend Mr. Cook upon this motion.

Hon. J. COOK : Mr. President : It appears to me there is some misapprehension in the minds of hon. members regarding the purport of my resolution. It goes no further than the resolution embodying the conditions of the Wellington Conference, with the exception that the resolution carried at this Conference makes the position a little more definite with regard to the employment of coloured labour, and that is the point taken by those who object to the form in which the resolution appears. Let me say, first of all, that the figures supplied by the Hon. Mr. Fysh as to the advantages derived from the present contracts by the Home Authorities are very surprising; indeed, and indicate to my mind all the more clearly the duty of the Home Government to as far as possible meet the wishes of the Conference, in view of the very generous terms to which we consent for the next two years. If we pay £75,000 a year, and the Home Office £95,000, they get four or five times the matter carried we do for the money. This seems to me a very strong reason why they should meet us as far as possible with respect to the conditions we desire. In regard to the question of coloured labour, Sir, it is not because it is coloured labour, not because their skins are black or white, that we object to them. No such narrow views as those influence us. We object because with these companies it is made an exclusive matter; they will not employ white labour. I respectfully submit, if all the employers of the Colonies took the same stand, Mr. Fysh and Sir John Forrest would protest as loudly as anyone else. It is not because they are blacks that we object, but because of their habits, and because of their particular relations with this company. For instance, there is no freedom in the attitude assumed by these men. They keep them the whole year round. They pay them a very small wage, and they are never out of the employment of the company. There is, consequently, no freedom with respect to the relations of these blacks to the company. The company employ no white labour at all, so that it is a matter of the total exclusion of white labour on these particular boats.

Sir JOHN FORREST : The stewards are white.

Mr. COOK : All the particular labour they employ whites for, and fill the other with blacks. The reason blacks are employed, as alleged in a letter from Mr. Michie himself, is that after many years of experience of both they have proved themselves in every way more satisfactory. The main reason for doing away with the European crews in the lower grades was that they caused infinite trouble from drunkenness and disobedience. The Lascars cost the company more for the reason that they are kept and paid all the year round, whereas the white crews are paid off upon arrival in London. This company practically keeps, as they would have kept a lot of slaves in the olden times, these Lascars upon the mail boats. These are the reasons we have for objecting to their being employed. It has been said they are British subjects. I admit the strength of that argument; but I submit that when the black portion of the British subject comes into conflict with the interests of the white subject anywhere in the way it does upon these boats, we ought to make our preference in favour of those most like ourselves; that is to say, if these various kinds of labour, black and white, were mingled, paid the same rate of wages, worked in the same way, had the same ideas and aspirations, and entered into all the things which make up our civilisation in the same way that the whites do, I for one would have no objection on account of their skin, I would look upon them just the same as white men. Because these subjects do not commingle, because one will have nothing to do with the other, we are compelled to take our preference of the two. This company has taken its preference, because they are more manageable, and because they can keep them in close subjection practically as slaves. Reference was made to Queensland employing black labour—that was an unfortunate reference. Queensland tells us, and let me not be understood as agreeing with the statement, that they employ black labour only because white is not suitable for the work.

The Hon. P. O. FYSH : Not in the stoke-hole.

Mr. COOK : No, the Queensland people employ black labour because they say they cannot employ white. With respect to the P. & O. Company, there is plenty of white labour willing, and, in fact, begging to do the work, but this company absolutely refuses to employ them. There is absolutely no parallel between the two cases. Sir John Forrest says the company may be speaking with respect to the two years' extension.

Sir JOHN FORREST : Not the two years' extension,—afterwards.

Mr. COOK : We simply express disappointment at not being able to do anything before the period. The resolution is emphasised by the surprising figures quoted by Mr. Fysh. With respect to the attitude of New Zealand I have nothing to say. I only repeat that we are driven to take up the attitude we have taken up by the company. They say they will only employ one kind of labour, and that not of the most desirable kind. That is the position I take up. It is not because they are blacks, but because of the exclusiveness with which they are employed, and because of the general conditions of their life which makes it impossible that the two races can commingle. We are compelled by the company to take our choice—my choice is for white men in preference to the black.

The CHAIRMAN : I think it is to be generally regretted that the discussion on this motion should have turned altogether on the point of the employment of coloured labour, which is not, after all, immediately before us. I may say that it is with the greatest and deepest regret that I have to put this motion that the Hon. Mr. Cook has laid before this Conference. I was in hopes that this Conference would not have agreed to an extension of the present contract without having

received more concessions than it has done. I was in great hopes that this Conference, speaking unitedly and with one voice, would have been able to bring sufficient pressure upon the Imperial Post Office and the companies contracting to enable us, if we did extend the contract to a period of three years, to gain almost if not all the concessions we asked for; whereas we are driven to renew the contract without receiving any concessions, or receiving only the most paltry conditions. I deeply regret this; at the same time I feel, as Dr. Cockburn put it, we are coerced by our "senior partner" into adopting this course, by the Imperial Post Office taking up the position which it has taken up and maintained throughout this controversy. There was a great deal to be said for these Colonies, who felt themselves bound, owing to circumstances, to follow the lead thus given. The only consolation to my mind is that this resolution of Mr. Cook's (which I trust will be carried) gives fair notice and fair warning to all concerned that if these Colonies, at the expiration of the extended period, are again to enter into a Federal Mail Contract for carrying our postal matter; it is to be only upon the adoption of the terms and conditions we have laid down. Some years ago I had hoped that when the period of the termination of the present contract arrived we should be able to do as the Hon. Mr. Fysh had suggested, without any future subsidies whatever. I had hoped this, and now, if this contract is to be renewed for three years, I do still hope at the end of that time we shall be in a position not to give any subsidies to the steamers that carry our letters. Let them take them at moderate poundage rates in the same way that the Imperial Post Office sends its mail matter to America. I do trust that if we continue to subsidise we shall be able to get some *quid pro quo*. I trust we will be in a position to say that we require all the concessions asked for at the Wellington Conference, and that matters will be in such a condition that there will be a certainty of obtaining all, or substantially all, the requests we have made. At present I feel we are in a difficulty; we are bound and shackled hand and foot. It is most difficult for us to move in the matter in any satisfactory manner. If we desire simply to renew the contract for two years, it is self-evident there will be no likely chance of any shipping company tendering; we will be therefore completely in the hands of the contracting companies. If we endeavoured, instead of calling for tenders for two years, to bring about fresh contracts for a further period of seven or ten years, the Imperial Post Office might at once say, "We will not fall in with this arrangement; if you are determined to have a mail service of your own you must pay for such mail service." This is the difficulty we are in, and I may say that, as far as I am concerned, on the part of Victoria, if it stood alone, I would be willing to take the risk. But Victoria is only one of the Australian Colonies, and all the Australian Colonies, except New Zealand, are interested in this federal mail service, and the whole of Australia is only a junior partner in the whole concern. I am not prepared to do anything but what I must do, and do unwillingly and painfully, that is, fall in with the general expression as conveyed in this resolution of Mr. Cook's—"that he desires to express his disappointment"—for it is a bitter disappointment we all must feel at the action of the Imperial Post Office in this matter. I regret we have not some easier means of communicating with them than by letter or telegram. I should like to meet them here face to face, and thus bring forcibly under their notice our requirements and needs in this matter. (Hear, hear.) They talk about our being insulated; they take up a position of inaccessibility; there is no moving them—no stirring them. My hon. friend the Premier of Western Australia is a mere reed compared with them, although I believe he has a little will of his own. (Laughter.) When once the Imperial Post Office take up an idea they never seem to lose it again. They always look at things from one point of view, the view of the Imperial Post Office, when regarding the wants and wishes of the Australian Colonies, which after all are more concerned than the Imperial Post Office can be. I have said the concessions are paltry which they are giving us. One of the concessions we have practically already obtained, the other only refers to parcels post which, although an important matter in some of the Colonies, is of a paltry description as compared with the concessions for which we asked. The idea seems to have obtained that as the Imperial Post Office was desirous of extending the contract to 1898, it was with a view of taking advantage of that being the period of the termination of the India and China contract to hook us on in the old-fashioned way in which we used to be hooked on, and not to assist us in getting a through mail service. I am happy to say they have acknowledged they have no such intention. I have received a telegram from the Government of Victoria which embodies the letter sent by Mr. Buxton Forman, in which he assures the Agent-General of Victoria that when the new tenders are called for in 1898 there will be no attempt to hook on Australia with the China and India service. It is satisfactory to know that this idea has no foundation in fact, and that we shall get a through mail service of our own. Besides that telegram I have received another, presumably from the Agent-General of South Australia, which is I think the telegram which Mr. Cook has read. If this telegram means that the Imperial authorities really do desire to meet the wishes of the Colonies, of course that would be satisfactory as far as it goes. I only regret that having said so much they are going to give way upon two points only. They say they are going to write to us shortly as regards sections 3, 4, and 5, and take no notice whatever of the remaining recommendations of the Wellington Conference. If they had intended to give way I think this telegram would have been worded differently. I am afraid under the circumstances we are driven into a corner. We can only hope for the best, that is, when the letter comes it will be more satisfactory than the former correspondence has been. I do hope that this matter of new contracts will be fully discussed and satisfactorily settled two years hence, which will allow one year to get new tenders out, and that when a future Conference comes to discuss this matter all the Colonies will be able to speak with a united voice, and bring forcibly before the Imperial authorities and the contracting

companies the wants and desires of the Colonies as regards the new tenders. If we do not do that—if one Colony gives way upon one point and another Colony upon another, we will never get any concessions. Whereas if we say, "These are our terms, take them or leave them," I trust satisfactory arrangements may be brought about.

The motion was put and passed.

Mr. Henniker-Heaton's Postal Reduction Proposals.

The Secretary, Mr. T. C. Just, read the following letter on the proposals of Mr. Henniker-Heaton to reduce the Postal charges between Great Britain and the Australasian Colonies:—

"26, London, 25th January.

The Postmaster-General, Melbourne.

SIR,

THE Australian Postal Conference, which sat last year at Wellington, New Zealand, discussed the proposal for which I am responsible, that penny postage should be allowed from the United Kingdom to the Colonies represented, the return postage from the Colonies remaining unaffected. Although I had not the privilege of addressing the Assembly, I have studied the views expressed by the Delegates, and in the event of the subject coming up again at Hobart, I have to ask that you will request the Conference to do me the honour of listening to this brief statement of my case.

1. In the first place, I would call attention to the undisputed fact that the people of the three Kingdoms unanimously and earnestly desire this favour of the Colonies, namely, that a British letter bearing a penny stamp shall be accepted by the Colonial Post Office delivery. The associated Chambers of Commerce have repeatedly pressed for the adoption of the scheme, the most eminent leaders of opinion and the most distinguished statesmen have recommended it, Parliament has ratified it, and the Ministry now in office only awaits the assent of the Colonies to give effect to it. Canada is willing, but Australia hangs back.

2. It must be obvious that the rejection of such a proposal will, in the absence of sufficient grounds for rejection, wear a singularly ungracious air. Articles have appeared in the London press complaining of the new tyranny of the Colonies in this matter, and expressing not only genuine surprise, but something like indignation at the curt refusal of the "Mother country's unselfish offer." They will borrow more of our money, it is said, and try and sell us more of their goods, but they don't want any more of our letters than they are now troubled with. Without endorsing these complaints, I would beg permission to comment on the objections raised to the plan at Wellington.

3. It was feared that the measure would compel the Colonies to reduce their inland and inter-colonial rates from 2d. to 1d., involving a probable loss to them of a quarter of a million per annum, &c. Admitting the compulsion, it is evident that while the whole community would have to make up the loss, the whole community would share the benefit of a reduction of inland and inter-colonial postage. The effect would be similar to the transference of a purse from one pocket to another; but compulsion could only be applied by the votes of Australians. Is it likely that they will inflict a loss of a quarter of a million a year on themselves? The argument under examination reflects severely on the intelligence of perhaps the acutest population in the world.

4. Granting, however, the alleged denseness of the Australian intelligence, it may be pointed out that by adopting the 2d. inland postage as the rate for letters to England, all danger of loss would disappear. This step would be strictly according to precedent. Canada and the United States have thus exchanged their correspondence for a generation, the inland rate of each country being one penny in the case of the States and three halfpence in the case of the Dominion franking a letter to any part of the other. These restricted unions, at less than the Union tariff, are expressly authorised by the Postal Union Convention, and several are in operation. I respectfully urge that a new one should be formed between the United Kingdom and the Colonies.

5. I observe that a delegate said the mother country had no right to inflict what he thought would undoubtedly be a great amount of inconvenience and dissatisfaction by adopting the penny rate from herself to the Colonies, unless the latter were able to reciprocate. This bold claim (which has already been answered in par. 3 of this letter) is in singular contrast with other statements made: thus, it was observed that we are now doing a large trade in butter, and at present London is our only market, and then followed a scheme for reaching the provincial towns also; indeed, the dominant note in the discussion is the necessity of encouraging the export of Australian products to England. "All the Australian Colonies," said a delegate, "are largely indebted to the British people for borrowed money, and it is necessary that we must increase our exportable products." Accordingly the mail steamship owners are to be required to provide not only strong rooms for the mails, but "cold storage" for mutton, butter, and apples. The mails are dismissed in a sentence or two, and each speaker who does mention them hastens to return to the mutton.

6. I am thus led to remark that the prime cause of differences of opinion on this subject is the confusion as to the cost of conveying mails by sea. The real cost is the same as that of carrying merchandise, which does not exceed forty shillings a ton for any distance. True, immense subsidies are paid to the shipping owners, and rightly paid, but they are wrongly charged against the post offices, and wrongly described as the cost of carrying the mails. Every well-informed man knows that subsidies are paid to encourage trade and shipbuilding, and in the case of England to maintain a reserve fleet of swift convertible cruisers. These are not postal objects. Let me, with much

deference, suggest that the Australian Postmaster-Generals should request their Ministries to charge the due proportion of such subsidies to general revenue, leaving the post offices to meet only the just rate of freightage. As Mr. Ward said, "payments should be on the basis of the weight of mails carried." Lord Carrington's Commission expressly condemned the absurd practice of charging to the post office the whole cost of steamship subsidies. Up to 1860 these subsidies were charged to the Admiralty, and every Postmaster-General condemns the practice of tacking the items to the Post Office expenditure. The amount paid by the British Government for the conveyance of the mails to India exceeds £268,000 per annum; the total postage receipts do not amount to £85,000.

As I have already pointed out, the enormous subsidies are paid for four distinct purposes—1, to encourage ship-building; 2, to uphold the commercial supremacy of England on the seas; 3, to maintain an auxiliary naval power; and 4, to carry the mails. In the case of Australia, if you merely want a rapid delivery of letters, and wish to subsidise steamers for no other purpose, no further comments are necessary; but I have often pointed out that if you want speed you could, by subsidising the cable companies, telegraph the contents of the letters without paying more than at present for steamers. I find that there are six or eight steam services now subsidised, whereas only two carry the bulk of the letters. No one will pretend that the Torres Straits and the San Francisco and Vancouver Services are necessary for the conveyance of letters to and from England, yet the Australian post offices are saddled with the whole cost, together with the whole cost of the P. & O. and the Orient mail services. I trust that steps will be taken at the forthcoming Conference to charge the Consolidated Revenues of the various Colonies with three-fourths at least of the present subsidies. Your wish to cheapen postal rates will thus be facilitated, for you will no longer have to calculate the loss sustained by carrying mails to England in a manner that shows a heavy balance against the Post Office; further you would be able instantly to extend the present Australian 2*d.* postage rate to Great Britain and Ireland. From whatever point of view the proposal here advanced is regarded, I trust it will appear to you both equitable and expedient; its acceptance would unquestionably gratify the people of the mother country, and I venture with all the earnestness of which I am capable to commend it to the favourable attention of the Conference.

I have &c.

J. HENNIKER-HEATON.

Postscript.—By the generous courtesy of Sir John Pender I am permitted to cable the foregoing for the consideration of the Conference.—H. H. 1381."

Mr. COOK: Mr. President: Many of us have been interested in hearing the letter from Mr. Henniker-Heaton which has just been read. With regard to his proposals to reduce the Imperial Postage rates to two pence instead of two pence half-penny as now, there can only be one opinion. As to the desirability of having a cheap postal rate between the Colonies and England we are all agreed. I do not anticipate any Member will object in any way to the proposals for cheaper postage rates, other things being equal. The point I take, Sir, is that the present is a most inopportune moment to make any proposals which would involve the Treasurers of the respective Colonies in any increased contribution for this purpose. According to the figures which have been made out in our office we estimate the loss to be £2000 per annum if the reductions were carried out. At the present time, when all the Colonies are looking round for the best means to balance their accounts, the Treasury could not be burdened further with such an amount as that. While sympathising to the full with the very laudable desire Mr. Heaton has in view, I beg to move the following resolution:—

"That, whilst sympathising with the desire expressed by Mr. Henniker-Heaton for a cheaper postage rate to and from England and the Colonies, this Conference regards the present time as inopportune for carrying out the proposals, and hereby decides accordingly."

Dr. COCKBURN: I do not think, Sir, the conditions have altered materially since this matter was threshed out, discussed, and resolved upon at the Conference at Wellington. A resolution was then carried that we considered it undesirable to adopt the proposals of Mr. Henniker-Heaton, which is practically the same proposal as that made to-day. That motion involves, first of all, a reduction of the postage from England to Australia; but it would not stop there. I am quite sure, Sir, the Colonies would never submit to such a state of things by which they could get a letter sent to the other side of the world for a penny, and have to pay two pence to send it into the adjoining street; therefore we should find ourselves compelled to take the remaining steps and submit to a loss, which we are not prepared to incur at the present time. (Hear, hear.) With regard to the reduction of the postage from two pence halfpenny to two pence, I should be very glad to see that accomplished if we were able to do it. The loss would not be very great, I think. It would not only minister to a very legitimate sentiment, but would be of very considerable utility that postage should be reduced to the United Kingdom to this extent. To be able to write to England for the same postage as to New Zealand would lead no doubt to a considerable increase of business. I know very often the fact that a 2½*d.* stamp is required means a letter is not written which would be written if a 2*d.* stamp could be affixed. This concession would mean something under a thousand pounds to our Colony, but this year we certainly cannot afford that amount. I look forward to the time when we shall be able to

go as far as this—as soon as the Colonies can afford it we hope to do it. South Australia does not now feel able to fall in with the suggestion, but hopes at some future time to do so, therefore I think we might well adopt this motion of Mr. Cook's. I wish to reserve the right to urge the Colonies, when they can afford it, to reduce the $2\frac{1}{2}d.$ rate to $2d.$ I do not think it is worth while making any amendment. While I am with Mr. Cook in opposing the reduction to a penny, I am thoroughly in accord with the suggestion Mr. Henniker-Heaton has made, that it would be desirable a $2d.$ stamp should carry us throughout the British Federation, and I hope it will not be very long before this will be done.

Hon. A. J. THYNNE: Upon this question of a $2d.$ postage to England, the Government of Queensland are prepared to adopt Mr. Henniker-Heaton's proposals, and if the Imperial Government will take the steps necessary to carry out this, we are prepared to incur the necessary expense of seven or eight hundred pounds. We have considered the matter, and think the extra cost to us would be repaid by the convenience to the people of Queensland. As regards penny postage, it is not within practical politics. It is no use our offering serious consideration to any proposition that is not likely to be adopted within the next few years. The Australasian Colonies are not in a position, nor are they likely to be in a position, to consider this question during the next few years from a practical point of view. I should be very glad if we could agree to the $2d.$ postage. We should then have the pleasure of knowing that whether our letters went into the next village, or into the village where we were born—those of us who can claim nativity with the Antipodes—our Antipodes, we should be able to send them with the same postage stamps. It would thus make no difference whether they were carried a distance of a few hundred miles or a few thousand miles.

The CHAIRMAN: I am in accord with the gentlemen who have spoken. The penny postage is not within the range of practical politics. I regret the time for the adoption of the $2d.$ postage proposal is inopportune. We should all lose considerably under it. Victoria would lose something like £1600 or more. Some of the Colonies can ill afford to lose money just now. We must all regret the time is inopportune, but the times will not always be inopportune. Perhaps before more than another year has passed the great zeal and energy Mr. Henniker-Heaton has thrown into this matter will be rewarded.

The motion was put and passed.

The Conference adjourned at 1.15 p.m. till 10.30 a.m. on Friday, February 8.

FRIDAY, 8TH FEBRUARY, 1895.

The Cable Guarantees—(vide Minutes, p. 16.)

The PRESIDENT: Our first business will be the consideration of the report of the Committee in regard to the question of Cable Guarantees. Honourable Members will remember that when we were in Committee we put it to the representative of Queensland that this would be a favourable opportunity to come into the Guarantee. It is highly desirable that Queensland should be at one with the rest of the Colonies in this matter. I do trust that she will see her way to come in, as she will be in a much stronger position when other cable matters come to be discussed.

Mr. COOK: I earnestly hope Queensland will see her way to come in with us, not merely from pecuniary considerations, but as a proof of her earnestness in these larger Federal matters which bear so much upon the particular cable in which Queensland is so prominently interested. There is a very strong feeling in my own Colony that nothing should be done in regard to that particular cable which will retard it. I presume a similarly strong sentiment exists in the other Colonies, and that being so it appears that the position of Queensland would be very much strengthened by coming in with us in our present undertaking.

Dr. COCKBURN also spoke to a similar effect.

Mr. THYNNE: I may say at once that I intend to advise my colleagues to comply with the wish that has been expressed by the Colonies represented here—(hear, hear)—in regard to the cable guarantee. With regard to the cable subsidies, I may say at once that that is a different question, because it is against our policy, and it is a proposal for which I shall not be able to obtain any consideration. I may be permitted to say, for my own part, I am very strongly indeed impressed with the necessity for even a greater amount of give-and-take amongst the Colonies than we have been able to obtain, and I would be extremely sorry to see a Colony standing apart, even in a matter in which she might not be so deeply interested as the others. As long as I have a voice in matters of this kind it will always be used in favour of co-operation on the part of the Colonies. (Hear, hear.)

The Report of the Committee was adopted.

Telegraphic Communication between Western Australia and South Australia.

Mr. COCKBURN asked that this question might be left in the hands of the two Colonies to deal with, as they were quite prepared to do all that could be done in the matter.

Sir JOHN FORREST seconded the proposal. His Colony was already constructing 350 miles of new line, and he was sure there would be no reason to complain of her efforts in other directions.

Mr. THYNNE pointed out the advisability of connecting one of the stations on the overland line with Camooweal, and thus creating an alternative route in case of interruptions in the southern portions of the Colonies.

Sir JOHN FORREST complained of the excessive cost of telegrams from Western Australia to the other Colonies. The present rates were almost prohibitive.

Dr. COCKBURN thought that the various Colonies should be prepared to see what could be done in the matter.

Votes of thanks to the Chairman, the Government of Tasmania, the Secretary, and the Press concluded the proceedings.

REPORT and Recommendations by Permanent Heads of Departments, presented at the Meeting of the Postal Conference held in Hobart, February, 1895.

(As adopted by the Conference.)

No. 1.—(e). *Delay of Train at Adelaide for English Mails.*

The Sydney and Melbourne Chambers of Commerce invite attention to the serious delay and consequent inconvenience and annoyance caused by the departure of the mail train from Adelaide when mail steamers are actually signalled, and express a hope that strenuous efforts may be made to obviate this in future.

The Postmaster-General, Adelaide, has arranged to provide a special train to leave Adelaide when the mails arrive not more than half an hour late, to overtake the express train at Murray Bridge. When, through the occurrence of holidays, such as Easter, Christmas, &c., or from other causes, a delay of more than one day would otherwise result, there is a further arrangement which provides that when the steamers arrive too late for the 4.30 p.m. express train, or for the overtaking train, a special train is despatched up to 9 p.m. on either Wednesday, Thursday, or Friday, at a joint cost to New South Wales and Victoria of £71 15s., South Australia running such train from Adelaide to Serviceton free of charge.

The object of the Chambers of Commerce is that arrangements be made to delay the departure of the 4.30 p.m. express train from Adelaide, or run a special train regularly; but if anything further is desired, it can only be arranged at considerable cost for special trains, which the several Administrations have, after due consideration, already declined to incur.

No. 3.—*Italy charging Sea Surtax: Report by Postmaster-General, Adelaide.*

The Postmaster-General, Adelaide, reports that Italy, from 1st January, 1895, abolished Sea Surtax of 1½d. as recommended at Wellington Conference, which amounts to reduction of postage from 4d. to 2½d.

No. 4.—*Stoppage of Letters addressed to senders of Obscene Matter.*

Nos. 4 and 22.—We are of opinion that when letters are addressed to persons who have sent photographs and catalogues of a decidedly obscene character, they should be stopped in the manner provided for in the case of sweeps, &c., and in any amendment of the Postal Laws we advise that provision be made accordingly.

With reference to obscene circulars sent by post by a firm in Holland, we find that steps were taken by the various Administrations to prevent the delivery of these circulars, and we recommend that a joint protest be sent to the Berne Bureau, and as there appears nothing in the Universal Postal Union Convention directly dealing with the transmission of obscene matter, we think that the question should be brought up at the next Quinquennial Congress.

No. 6.—*Delivery of indefinitely addressed Letters to business people.*

The Berne Bureau wrote at the instance of the Hungary Office, inquiring whether the Post Office would undertake to distribute packets of fully prepaid letters which do not bear a precise address, but only a vague one, such as Mr. ———, tailor, grocer, &c.

The Berne Office has recently forwarded summary of replies received from other Postal Administrations, most of which are adverse to the proposal of Hungary. We, however, see no objection to deliver in Australia any single article bearing such address, provided that it bears full rates.

No. 7.—*The Colonies remitting through the Treasury.*

We suggest that the Australian Postal Administrations be permitted, as formerly, to adjust accounts direct one with the other, and remit their balances direct instead of through the Treasury. The question was considered at the Wellington Conference, when it was reported "that the present arrangement caused delay, but it was proposed to give it a further trial, and the result reported at the next Conference." Further experience has shown that continued delay arises in the settlement of accounts, the amounts due to the Postal Departments frequently remaining unpaid for considerable periods.

No. 8.—*Uniform Statistics.*

We recommend the acceptance of the Forms as prepared by the Sydney Office, with the following exceptions:—

Form 3. Columns Nos. 8 to 11 to be retained.

„ 5. Column 3. The word "Offices" to be substituted for "Statistics."

„ 5. The words "Despatched" to be substituted for "Transmitted."

„ 10. Omit Revenue No. 3, and insert under Expenditure No. 3, "Conveyance of Mails less Contributions from other Administrations."

„ 10. No. 1 to be amended to read as follows:—"Estimated proceeds of sale of Postage Stamps used for payment of correspondence."

No. 9.—*Notification of promotion of higher grade Postal Officials.*

The Berne Bureau forwarded a proposal from the Egyptian Office that the offices of the Union should be kept informed of the *personnel* of the higher class of the various Administrations, and that the "Postal Union Journal" might give this information, which could be supplied to the Editor by the Head Offices. We see no objection to the information being given, restricted, however, to the Ministers, Permanent Heads, and Heads of Principal Branches.

No. 10.—*Postal Guides: uniformity of.*

We recommend that the Postmaster-General of South Australia be asked to revise a Guide on uniform lines, and submit the same to next Conference.

No. 11.—*Post Cards of private manufacture: Regulations.*

We beg to recommend that private cards, bearing adhesive stamps of proper value, measuring not less than 4" x 3", and not more than 5½" x 3½", not of thicker material than that used for official Post Cards, be adopted in the various Colonies, and accepted reciprocally under the same conditions as official Post Cards. In reference to this matter the London Office wrote asking the following four questions:—

- (1) Whether a plain card with an adhesive stamp might reasonably be allowed to circulate in the Union as a postcard under the usual regulations?
- (2) If not, whether a plain card with the word "post card" written upon it, and with an adhesive stamp, might reasonably be admitted?
- (3) Whether any relaxation of rules that might be deemed reasonable for single cards should apply to reply cards?
- (4) Whether, between the present time and the meeting of the Congress of Washington in 1897, any step can usefully be taken for giving effect to such relaxation as the prevailing sense of the Union might indicate?

We recommend that these questions be answered as follows:—

No. 1. Yes, provided they bear the ordinary Post Card rate.

No. 2. Answered by No. 1.

Nos. 3 and 4. We do not consider that the proposed concession should apply to Reply Cards at present.

No. 12.—*Letter Cards.*

(a) Uniform Exchange of.

(b) Consideration of Berne Circular *re* rates chargeable thereon.

We see no objection to the uniform exchange of Letter Cards internationally; but we respectfully point out that it will lead to a considerable loss of revenue unless the postage is the same as letter rate, and we recommend accordingly.

There is no valid reason why a cheaper rate of postage should be charged on letter cards than on ordinary letters, and it appears from a summary prepared by the Berne Bureau, which applied for information on the subject from the various Union Administrations, that in every part of the world where letter cards are in use, excepting Australasia, the rate of postage is the same as that of ordinary letters. Letter cards are closed against inspection, and are practically letters—the only difference being, that the Department supplies the material for letter cards at considerable cost, whilst that of ordinary letters is of course supplied by the sender; as, however, a lower rate has been in force, inland and intercolonially, we see some difficulty in now raising it.

(c) Whether Victorian Letter Cards should not bear stamps equivalent to their face value—

Victoria is charging 1½*d.* each, as agreed to at the Wellington Conference, but under the present law is compelled to mark them with a face value of 1*d.* We are, however, of opinion that it is undesirable and confusing to the public to mark the cards at a less value than they are sold for.

No. 13.—*Proposed discontinuance of Letter Bills intercolonially.*

We do not think it necessary that the number of Letters, Packets, and Newspapers should be entered on Letter Bills, but recommend that a more simple form of Letter Bill or Advice be prepared, on which should be entered Registered Letters, Forward Mails, and Money Order Packets. New South Wales to prepare the form. Of course the usual records will be kept for statistical purposes.

No. 14.—*Revision of Australasian Convention.*

We beg to report that time has not permitted the careful revision of the Australasian Convention, but we propose to deal with it later on.

No. 15.—*Rates on Circulars and Packets from United Kingdom (vide London Letter).*

In view of the letter received from London, and tabled by the Postmaster-General of New Zealand, we do not see that anything further can be done. Although the *d.* rate is in force in New Zealand, we do not feel justified, for financial reasons, in advising any reduction in existing rates levied in Australian Colonies. Should the $\frac{1}{2}d.$ rate at any future time be adopted, it should in our opinion be wholly confined to printed matter.

No. 16.—*Transmission by Post of Samples in Envelopes bearing printed Notices relating thereto.*

We recommend that the following questions asked by Berne Bureau be answered as follows:—

Do you pass, or are you prepared to pass, Samples in Envelopes bearing printed Notices on the address side or other side?—Answer: Yes; provided the envelope complies with the provisions of Clause 2, Detailed Regulation xix., no objection would be raised to such envelope bearing upon it a printed list or notice within the limits of Clause 3 of the same Regulation. The Vienna Convention does not prohibit printed notices on the address side.

2. Do you allow, or are you prepared to allow, the attention of the addressee to be directed to these communications by coloured pencil marks? Answer—Yes.

3. In your opinion, can such articles circulate within the Union at the reduced rate for samples?
Answer—Yes, if they comply with the above conditions.

No. 17.—*Rate of Postage on Seedsmen's Catalogues or such matter got up in Book form.*

We advise that Catalogues, Reports of Societies, and other such matter, if printed and published in book form and containing no writing whatever, be passed at Book rate of postage.

No. 18.—*Travellers' Orders whether, when filled up in Manuscript, they should pass at Packet Rate.*

We recommend that Travellers' Orders should be treated as commercial papers, and passed at Packet rate of postage inland and intercolonially, provided they contain no writing or remarks of the nature of a personal correspondence.

No. 19.—*Printed Matter and Trade Notices on Accounts and Invoices.*

We are of opinion that any difficulty in this respect would be met by amending Article 12 of the Australasian Convention by omitting the words "nor anything" in paragraph 3, and in the revised draft of the Convention we have proposed such omission.

As an illustration, we append a portion of an invoice submitted to the Melbourne Post Office, and claimed to pass at Packet Rate. We are of opinion that the first portion should be passed, and that the latter is in the nature of a personal correspondence, and therefore inadmissible:—

JOHN SMITH & Co.,
WHOLESALE & FAMILY DRAPER.

Melbourne, ———, 189

TERMS NET CASH.

[illegible]

We beg to notify that our Terms are strictly Cash, as we sell at original Wholesale Prices.

No. 20.—*Rate on printed Circulars from Business Firms.*

The following specimens of postal matter numbered consecutively 1 to 12 having been submitted to us to decide whether they may pass at packet rate of postage, we recommend that Nos. 1, 11, and 12 pass at packet rate, and the rest at letter-rate of postage :—

RECEIVED from the Sum of No. 1. Pounds Adelaide, 180
Pence Sterling. Shillings and

No. 2. Adelaide, 189

WE are instructed as Agents for the Vendors of _____ to inform you that £ _____ is now due, and unless this amount or a considerable portion thereof is paid within 3 days from date we must place the matter with our Solicitors for collection.

To Mr.

No. 3.

189

KINDLY favor us with remittance of £
than'noon of Monday next.

overdue Rent, which must be paid without fail not later

No. 4.

Adelaide,

189

PLEASE take notice that interest amounting to £ : s. d. became due on
request payment of same within seven days from date hereof.

and we must

No. 5.

Adelaide,

189

WE desire to remind you that interest amounting to £ : s. d. will become due by you on
and we shall be obliged by a remittance on that date.

No. 6.

189

To Mr.

KINDLY favour us with remittance of £
noon of next.

overdue Rent, which must be paid without fail not later than

No. 7.

Adelaide,

189

M

PLEASE note that amounting to £ : s. will become due on the 1st proximo, and is payable at
our Offices, opposite Town Hall, King William-street.

No. 8.

Adelaide,

189

M

WE regret having again to call attention to the arrears due by you on land at
an immediate settlement.

Park, and must request

Our instructions from the Proprietors are peremptory, and admit of no delay.

We hope you will avoid the necessity of another application.

Arrears due to £ : :
And cost of this notice ... : :

£ : :

No. 9.

Adelaide,

189

M

As you have neglected attending to our previous applications for payment of arrears due by you on land at
we are instructed by the Proprietors to advise you that unless the amount due is paid by noon of
next the matter will be placed with our Solicitors for collection.

Arrears due to £ : :
And cost of this notice ... : :

£ : :

No. 10.

When remitting please forward this Memorandum to be receipted.

Adelaide,

July, 189

Mr.

SIR,

WE have received notice from the Insurance Company that the Premium on Policy on your property will be
due on the 1st of August next. The amount is £ which we shall be obliged by your forwarding to us, so
that the risk may be immediately covered.

* * If any Stove, Steam Engine, Furnace, or other implement for producing heat (common Fireplaces excepted), has been
erected on your premises; or if the nature of the risk has been in any other respect changed; or if other buildings have been
erected within 70 feet; it is necessary for your security that the circumstances be made known to the office.

No. 11.

Insurance Company,

Adelaide,

189

SIR,

I BEG to remind you that your Insurance by Policy No. will expire at 4 P.M. on , and
that unless the Premium be paid for its renewal on or before that date you will not be entitled to recover in case
of loss.

Sum insured, £ Premium, £

* * If any Stove, Steam Engine, Furnace, or Oven has been erected on your premises, or if the nature of the risk be in
any other respect changed, it is necessary (for your security) that the circumstances should at the time be made known to
the office.

SIR,

I beg to inform you, for your security, that your Policy No. _____, expires at three p.m. on the _____ and unless the premium be paid on or before that date you cannot recover any loss that may be sustained.

Amount ...	...	...	£	:	:
Premium ...	...	...	£	:	:

☞ If any Stove, Steam Engine, Furnace or other implement for producing heat (common Fireplaces excepted), has been erected on your premises; or if the nature of the risk has been in any other respect changed; or if other buildings have been erected within 70 feet; it is necessary for your security that the circumstances be made known to the office.

Office Hours :—9 a.m. to 5 p.m.; Saturdays, 9 a.m. to 1 p.m.

No. 21.—*Christmas and New Year Cards.*

Correspondence having taken place between the Berne Bureau and other Administrations of the Postal Union with respect to the practice of permitting complimentary remarks on Christmas, Birthday, New Year, and Easter Cards, we agree with the United Kingdom, and recommend that the practice which now obtains in the Colonies of allowing such remarks to be placed on the Cards be continued, as regards the United Kingdom and such other Foreign Administrations which may agree to exchange on such terms.

No. 23.—*Precious Stones and Jewellery passing at Sample Rates.*

We recommend that the words "Precious Stones" be inserted at page 4 of the Australasian Postal Convention, at Packet Regulation No. 1. This will provide for Precious Stones and valuable Jewellery being charged at letter rate of postage, and registered.

No. 24.—*Queensland surcharging New Zealand $\frac{1}{2}$ d. Matter.*

It is desirable that absolutely uniform rates of postage should exist between the Colonies, but as a $\frac{1}{2}$ d. rate has been in operation in New Zealand for several years, we advise that the other Colonies should agree to accept such matter as fully prepaid.

No. 25.—*Austro-German proposal for Uniform Rate of Postage on Parcels up to 11 lbs.*

The matter has been further considered by this Committee, and although the Austro-German proposal of a uniform rate of postage on parcels up to 11 lbs., irrespective of weight, has been accepted as a temporary measure, we think it very undesirable to have one rate irrespective of weight, as this practice discourages the transmission of light parcels and encourages that of heavy ones. We therefore recommend a graduated scale at per single pound, and that the Berne Bureau and London Office be so informed, and urged that at an early date a graduated scale be adopted between the Colonies and other countries.

No. 26.—*Liability of Steamship Owners for damages to Parcels to be increased.*

We recommend that in the new Contract for the Federal Mail Service provision be made for payment of compensation by Contractors for the loss or damage occurring to any parcel, but not in any one case to exceed £5 per parcel, instead of £1 as at present.

No. 27.—*Insurance of Parcels.*

This matter has already been under consideration at previous Conferences, but at Hobart and Brisbane it was decided not to adopt the system. The subject has recently been reopened by the London Post Office in a letter dated February, 1894. In this letter, in urging the reconsideration of proposal for Insurance, the London Office states that during a recent year upwards of 21,000 insured parcels were sent to and from the United Kingdom, and in respect of loss or damage the claims met by the Department amounted only to £11 16s. 9d. It was added that considerable public convenience was being afforded in the several parts of the Empire, while the business is more than self-supporting.

As, however, the International Parcel Post has, as yet, only attained very moderate dimensions, and consequently yields small revenue, we still consider it undesirable to incur the responsibility involved in insuring parcels.

No. 28.—*Charge for Intermediary Service in regard to Intercolonial and Foreign Parcels.*

We recommend that no alteration be made at present.

No. 29.—*Parcel Post, United States.*

Nothing can be done in this matter, as the United States has twice refused to enter into a Parcel Post Convention with the Colonies.

No. 30.—*Parcel Post Rates with United Kingdom—Reduction of:*

We recommend that as soon as arrangements are concluded with the P. & O. and Orient Companies to discontinue to make any special charge for the Parcel Post portion of the Mails, the rates be reduced as suggested by London from 1s. 6d. for the first 2 lbs. or fraction, and 9d. for each succeeding lb. or fraction, to 1s. for the first lb., and 6d. for each additional lb.

No. 31.—*Parcel Post Convention with Italy—London's offer.*

The London office wrote on October 9, 1894, intimating that it would probably negotiate with the Italian Post Office for a Convention with a view to the establishment of a direct Parcel Post between Italy and Australia similar to the Draft Convention prepared by the French Post Office. We see no objection to such a Convention, subject to the alterations suggested in the Draft Convention submitted by the French Post Office. [See No. 34.]

No. 32.—*Parcel Post Convention with Malta.*

We recommend the Parcel Post System be established with Malta, but cannot agree to each country retaining its own receipts, as experience shows that we receive a much larger number of parcels from abroad than are despatched, and therefore the usual principle of dividing the postage should be adhered to. The rates and division of postage to be the same as with Gibraltar, as follows:—

For the first 2 lbs.	1s. 6d.
For every additional lb.	9d.
<i>Division :—</i>	
Credit of Colony.....	9d. first two lbs., 4½d. each additional lb.
Sea	4d. 2d. ”
*Gibraltar	5d. 2½d. ”
	<hr/>
	1s. 6d. 9d.

No. 33.—*Parcel Post Convention with Canada.*

It is recommended that a direct exchange between the Colonies and Canada be established, the rates of postage to be uniform in all the Colonies, either 1s. 2d. or 1s. 3d. per lb. as Canada may advise, the New South Wales share to be 5d. per lb. on first lb. and 4d. on each additional lb. on parcels sent loose in Mails from other Colonies, but if sent in closed Mails, the New South Wales share to be 1d. per lb. for territorial transit and 2d. per lb. for sea rate.

34. *Parcel Post Convention with France.*

In July last the London Post Office informed the Colonies that the French Post Office desired a direct exchange of parcels between France and Australia by the French Mail Steamers. (Messageries Maritimes), and, the proposal having been approved of by the Home Authorities, forwarded a draft Convention and Regulations for consideration of the Colonies.

We have considered the Draft submitted, and recommend that its provisions be agreed to, but that the following suggestions be made:—

Article 6. That no fee for portorage and for the execution of Customs formalities be collected in the Colonies from the addressees of parcels from France.

Article 14. That the introduction of the system of acknowledgments of delivery of parcels remain in abeyance until the system be adopted generally.

Regulation 2. That the postage progress pound by pound, instead of in steps of 2 lbs., 7 lbs., and 11 lbs., as more consistent with the Colonial and English practice.

Regulation 6-3. That the Customs declaration forms be drawn up in the English language, and bear a sublineary translation in French, as is done with Postal Union forms.

Regulation 8-3. That the provision that mails "be landed as far as possible at the Custom House" be omitted as unnecessary, as Customs work is done at the Post Offices.

That it be provided that the cost of receptacles be shared equally between the countries of exchange.

Regulation 12. That in lieu of this a simple regulation providing for the preparation of a quarterly account, and for the payment of the balance due as early as possible after the same has been ascertained, be substituted.

No. 35.—*Redirection of Parcel Post Packets.*

With reference to a letter from the Calcutta Post Office of 7th August, 1894, on the subject of Redirection of Parcels, we recommend that the Colonies agree to the substitution of Article 14 of the Union Convention which provides for payment being made in all cases of redirection of parcels to other Postal Administrations, or of their return (owing to non-delivery) to the office of origin, in lieu of Article 2 of the existing arrangement between the two countries.

No. 36.—*Reduction of Commission on Money Orders to United Kingdom.*

The London Office wrote suggesting a reduction of Australian Rates on Money Orders to the United Kingdom. The rates in Great Britain and the Colonies are as follows :—

Rates charged in United Kingdom.

INLAND MONEY ORDERS.					
For sums not over	£1.	£2.	£4.	£7.	£10.
the charge is.....	2d.	3d.	4d.	5d.	6d.
FOREIGN MONEY ORDERS.					
For sums not over	£2.	£5.	£7.	£10.	
the charge is.....	6d.	1s.	1s. 6d.	2s.	

The Rates of Commission charged in the various Colonies on Money Orders issued on the United Kingdom are as follows :—

COLONY.	To £2.	To £5.	To £7.	To £10.	
South Australia and West Australia	1s.	2s.	3s.	4s.	
Victoria, New South Wales, and Tasmania.....	1s.	2s. 6d.	3s. 6d.	5s.	
	To £2.	To £4.	To £6.	To £8.	To £10.
Queensland and New Zealand.....	1s.	2s.	3s.	4s.	5s.

We are of opinion that although our rates are somewhat high, the present is not an opportune time for making any reduction.

No. 37.—*Telegraph Money Order Regulations.*

It appears that since the Conference at Wellington, at which it was decided that each Colony should adopt within its own territory such rules as it might deem fit for its own and the public protection, and that the result of the working be reported to the next Conference, we find that no fresh rules have been prepared by any of the Administrations, although some have been drafted and suggestions made by New South Wales and Victoria, the result of the working of which will be reported in due course.

No. 38.—*Issue of Duplicate Money Orders.*

A case having been brought under notice in which Orders were fraudulently negotiated after the issue of duplicates; it was decided the matter receive consideration when fresh regulations for the guidance of Postmasters are framed.

No. 39.—*Universal Postage Stamp: Federal Postage Stamp.*

The question of a universal or international postage stamp having been brought before the Vienna Congress by the Administration of Luxemburg, the Berne Bureau has asked the opinion of the other Administrations of the Union on the matter, and has been informed in reply that it would be considered at the Conference at Hobart, unanimity being desirable among the Colonies.

The Berne Bureau has furnished a great many opinions gleaned from other countries, most of which are adverse to the proposal at present, and the Director of the Bureau himself sums the matter up as follows :—

“I consider that under present conditions, and especially with regard to the diversity of currencies, the difficulties in the way of the creation of a universal postage stamp are too considerable to admit of the introduction of this innovation.”

We entirely concur in the above opinion.

With regard to a “Federal” Stamp, we are of opinion that it is undesirable at present to adopt a Federal Stamp for Australasia.

No. 40.—*Marking Stamps, “Specimen.”*

Under the Vienna Convention each Administration belonging to the Postal Union has to forward to the Berne Bureau, for distribution among the other Administrations, five specimens of its postage stamps (including, of course, stamped envelopes, newspaper wrappers, postcards, &c.), the number required being 730 of every kind, i.e., a quintuple set for each of 146 Administrations. In return, the Departments receive through the Bureau a supply of specimens from all the other Administrations. It is a vexed question whether the stamps sent from Australasia should be unmarked, or bear the word “specimen.”

The Berne Bureau in 1892 intimated that a number of Administrations much preferred that the stamps sent to them should be unmarked, as it is considered that the overprint "injures the clearness of the design," and that the number sent for this official purpose is "so small as to preclude all danger of abuse." The New South Wales office thought the stamps should be marked in some way, but asked the opinion of Melbourne and Adelaide offices. In reply, Melbourne stated that it sent stamps unmarked, but not of any denomination higher than 5s. Adelaide replied that it had sent unmarked stamps, but nevertheless considered that they should have "specimen" printed on them.

On further representations from the Bureau, a statement was prepared showing what was done in other parts of the world, from which it appeared that Forty-eight Administrations placed the word "specimen" or some other imprint upon the stamps. This included Great Britain, which country, however, last year abandoned the custom of marking, at the same time expressing an opinion that the matter was not of sufficient importance to justify interference with the local regulations of other countries, and suggesting that every latitude be allowed to each in this respect: and of the forty-eight above mentioned, several have since left off marking their stamps. On the other hand, eighty-four administrations then (more now) sent unmarked stamps, and it was noted that the face value of the unmarked stamps sent by the United States amounted to over £31,000.

Of the colonies, Tasmania, South Australia, Western Australia, and New South Wales cancel by the word "specimen" or otherwise; whilst Victoria, Queensland, and New Zealand supply unmarked stamps.

Further representations continued to be made by the Berne Bureau, including a very strong request from Austria that "the custom of disfiguring stamps intended for distribution in the Postal Union be abandoned."

The question was considered at the Brisbane Conference, 1893, when it was agreed that "all stamps sent to the Berne Bureau be cancelled or marked "specimen." This decision was communicated to the Bureau, and a proposal has since been made to date-stamp the stamps instead of overprinting "specimen."

The majority of us are of opinion that these stamps should either be marked "specimen" or defaced with the date-stamp.

Importation of Electrotpe fac-similes.

It was reported that the New South Wales Post Office had stopped a number of packets addressed to a firm in Sydney containing electrotypes of some of the postage stamps of the various Colonies, on the grounds that *fac-similes* of the stamps in use might be printed from the electrotypes. The addressees appealed to the Department to deliver the electrotypes, at any rate of the other Colonies. This however was refused, unless they chose to obtain the consent of the various Administrations. They have accordingly applied to the other Colonies offering to place a bar across the electrotypes, so as to deface the stamps, and to give a guarantee bond that the electros will only be used to illustrate catalogues and price lists.

We endorse the action of New South Wales, and think it most undesirable that these exact reproductions of our stamps should be allowed to be brought into the Colonies, or used in any form. Under the Postal Acts of all the Colonies it is illegal to imitate any postage stamp.

41.—*Patent Envelopes.*

Applications have been made to the Postal Administrations of the Colonies to allow patent envelopes bearing a postage stamp of the proper value embossed by the Post Office, a portion of which stamp is impressed on the leaflets (containing advertisements) enclosed in the envelopes. These envelopes the applicants propose to sell to the public at half the face value of the stamp, trusting to be recouped by charges for the advertisements on the enclosed leaflets. We see grave objections to acceding to the request, and recommend that the Post Office should refuse to comply with their wishes.

No. 42.—*Postal Note System, England.*

The London Office was communicated with, but declined to exchange Postal Notes on account of the great risk.

No. 43.—*Arbitrary Marks in Newspapers to convey information of a personal nature.*

We do not advise that the present system of allowing certain marks calling attention to paragraphs be extended.

No. 44.—*Enclosure of printed Papers in Newspapers.*

We recommend that the Australasian Convention Rules be adhered to with respect to printed Papers in Newspapers which exclude Placards, Insets, Advertisement Sheets, &c.

No. 45.—*Payment for Conveyance of Letters in English Mails in transit—Victoria to Tasmania.*

Victoria reports that a Bill has been drafted providing for reduction in Sea Transit Rates of Mails to Tasmania.

No. 47.—*Postal Union (Sea Transit Rates).*

In September last the great inequality of the rates of payment for the sea transit of mails for Postal Union countries was brought under notice by the Sydney Post Office, special attention being drawn to the case of mails for New Caledonia, as follows:—

Under Article 4 of the Vienna Convention, the French Post Office claims from this office for the conveyance of mails by French mail vessels from Sydney to New Caledonia, a distance of 1060 miles, the rates of 15 francs per kilogramme of letters or postcards, and 1 franc per kilogramme of other articles, the same rates as would be charged from Adelaide to Marseilles, a distance of 9240 miles; whilst on mails from France to New Caledonia, conveyed from Italy to Adelaide by P. & O. and Orient vessels, and from Sydney to New Caledonia by non-contract packets, at a cost to this office of 2s. per lb. of letters or postcards, and 4s. 6d. per cwt. of other articles, this office is allowed for the latter service 1 franc 57 centimes per kilogramme (7d. per lb.) of letters or postcards, and 10 centimes per kilogramme ($\frac{1}{11}$ d. per lb., or 4s. 3d. per cwt.) of other articles. In other words, France claims for the conveyance of New South Wales mail matter from Sydney to New Caledonia about ten times the rates allowed to New South Wales for the conveyance of French mails between the same places.

In the case of other mails, also, great inequalities exist. The stipulations in the Postal Convention were made before the Australasian Colonies joined the Postal Union, and their operation in this way may not have been foreseen, but it appeared to be imperative that these Colonies should press for a more equitable arrangement.

The Adelaide Office was therefore asked by New South Wales (26 September, 1894) to communicate with the other Colonies and obtain their assent to submitting the following proposals to the Berne Bureau (in terms of Article 26 of the Convention) for the consideration of Postal Union countries; viz:—

That in lieu of Subsection 2° 3§ of Article 4 of the Vienna Principal Convention, the following be substituted; viz:—

For sea transits:—	Letters or Postcards.	Other articles.	
Not exceeding 2500 miles.....	3 francs	20 centimes	} per kilogramme.
Between 2500 and 5000 miles.....	6 "	40 "	
" 5000 and 7500 "	9 "	60 "	
" 7500 and 10,000 "	12 "	80 "	
Over 10,000 miles.....	15 "	1 franc	

That subsections 2° and 4° of §4 of Article 4 be suppressed.

That the necessary amendments be made in Article 5 §2 subsection 1, Article 17 §4 subsection (a) and §5; and §4 of detailed regulations 24 and 25, respectively, in order to bring same into conformity with the changes proposed."

The matter was referred accordingly to the other Colonies, and the following is an extract from the New Zealand reply:—

"This Office quite recognises that the case under review presents probably one of the greatest anomalies possible in the application of the long distance sea rates re-enacted by the Vienna Convention, and fully concurs with you that it should be brought under the special notice of the Union Administrations. In my opinion, however, the object sought would be more readily obtained if no definite rates were proposed. Those suggested by New South Wales would traverse the huge Atlantic and European interests created in and before 1878, compared to which the few hundred pounds involved by the Sydney-New Caledonia question sink into insignificance, and while standing but a remote chance of being accepted, they might aid in compromising Great Britain in connection with the growing agitation for the total abolition of sea rates.

"It is considered not unlikely, however, that the part of the proposal made by Austria-Hungary at the Vienna Conference, but postponed for discussion at Washington, which would fix the sea rates from 300 to 4000 miles at 5 frs. and 50 cts. for letters and other articles respectively, may commend itself to a majority of the Union Administrations, and, if so, Sydney's difficulty would be effectually met, as its payments to France would be reduced to one-third the present rates."

We recommend that the matter should be brought before the Berne Bureau and London Office, and that the Australasian Delegate at the next Quinquennial Congress be asked to press for an alteration in Sea Transit Rates.

No. 51.—*Consideration of proposed Official Code Vocabulary.*

There seems to be a misapprehension on this subject. The proposed code was not prepared by the Eastern Extension or any Company, but by the Berne Bureau, by direction of the Paris Convention of 1890. It is not intended to come into operation as regards extra-European countries (of which Australasia is one) until it has been confirmed at the next Telegraph Conference in 1896. We are of opinion that it is very desirable to have a carefully prepared code vocabulary, as many of the present private codes contain inconvenient words, and words so nearly alike as to lead to frequent repetitions through an error possibly of a single letter. Not having seen the vocabulary to which objection is taken, we are unable to form an opinion as to its suitability.

No. 52.—*Registration of Code or abbreviated Addresses (Uniformity of Regulations).*

The Wellington Office telegraphed to the Postmaster-General, South Australia, that "in England a separate charge is made for each registration at office of delivery. South Australia and Victoria appear to accept registration for the whole of Colony, charging only one fee. The question is—What rule is observed in other Colonies, as uniformity is desirable?"

Postmaster-General, Adelaide, wrote in reply : " South Australian practice as follows :—

Persons, firms, &c. in Adelaide or any provincial town can have code address entered in Adelaide ; thus—

Phillipson & Co.,
Mount Gambier,

can be entered on Adelaide register, say—

Bonus,
Adelaide.

And we transmit messages on receipt to

Phillipson & Co.,
Mount Gambier,

without any additional charge.

If, however, Phillipson & Co. have offices in several towns, they must register a code to each address. Thus—

Phillipson & Co., Mount Gambier,
Bonus, Adelaide,

Phillipson & Co., Gawler,
Beatrice, Adelaide,

Phillipson & Co., Adelaide,
Burnham, Adelaide,

paying usual fee for each code ; or they may register code at each place, in which case the messages would bear proper names of places.

Thus—

Bonus, Mount Gambier.

Beatrice, Gawler.

Burnham, Adelaide.

The reason why in most cases persons register in Adelaide is because Mount Gambier, Gawler, &c. may not for messages put in at London, or in France, &c., be sufficiently explicit, unless the words ' South Australia ' are added, which increases the cost.

The London Office adopts similar practice. Thus—

Newton & Co.,
Birmingham,

can be registered in London, say—

Portia,
London.

While on the subject of code addresses, it may be mentioned that we do not regard the proper or surname of any individual as a sufficient address, and require it to be registered, as there may be other persons of the same name. Thus—

Thomson, Adelaide,

must be registered.

People complain of this until the reason is explained, when our rule is generally admitted to be a proper one for the protection of the public."

The South Australian rule is the one practically followed in the other Colonies, although we favour the Melbourne modification, which provides that visitors passing through Victoria may register for a month on payment of a fee of 5s.

No. 53.—*Telegraph Code, Alteration of.*

It is recommended the following alterations in the Telegraph Code be made, viz. :—

L, for ——— substitute . . .

X, for substitute — . . .

Y, for substitute — . . .

9, for — substitute —

Sig

No. 54.—*Rate on Telegraph Messages to and from New Caledonia.*

We recommend that messages to and from New Caledonia and New Zealand be treated as International Messages, and charged accordingly.

No. 55.—*Fire Alarms—Regulations, &c.*

We recommend that the Laws and Regulations of the various Colonies with regard to Fire Alarms should be uniform, and advise that a code of Regulations be drafted by the Melbourne, Sydney, and Adelaide offices and considered at next Conference, and that the Regulations should embrace the whole question of the erection of wires of private persons erected by the Department.

No. 56.—*Rectifying Telegrams or Repeats for Corrections.*

We recommend that the Regulations and Charges agreed to at Brisbane Conference be adopted, and the following arrangement made, viz.:—"Ask by service memo. for repeat, and if repeat is the same as the original copy to be delivered at a charge of half rate. If there has been an error no charge to be made. If no error, Service Memo. to be paid for as well as the half rate for the repeat. Each office to keep its own receipts.

No. 57.—*Name of Terminal Country to be given in Foreign Telegrams.*

We recommend that in cases of Foreign Telegrams the name of the Terminal Country should be inserted by the sender.

No. 58.—*Reply Paid Telegrams—Mode of accounting for.*

We recommend that this be dealt with departmentally by correspondence.

No. 59.—*Cablegrams "On Service."*

This is now under consideration by the Cable Company.

No. 60.—*Repeated Telegrams—Uniform mode of dealing with.*

We recommend that where a sender of a message pays half rate additional for his message to be repeated, the addressee shall send the repeated copy which is to be delivered to the original sender.

No. 61.—*Precedence of Press Cablegrams.*

We recommend that on communication being restored after an interruption, each day's business should be cleared in order of date of despatch, precedence being given to all press messages of same date. This is practically what the Sydney Chamber of Commerce contends for, and we think such an arrangement will be a fair one for all parties interested. [See par. 8, Report of Conference.]

No. 63.—*Standard Time.*

We beg to report that Standard Time has been adopted by Queensland, New South Wales, Victoria, and South Australia, and that the Colonies of New Zealand, Tasmania, and Western Australia be invited to also adopt Standard Time as agreed to at Wellington Conference.

No. 64.—*Telephone List—Patent arrangement of Alphabetical Index.*

We do not see any necessity to adopt the patent arrangement submitted to the Adelaide Office.

Bulk Newspapers.

Sir Charles Todd read a letter from the Editor of the South Australian *Advertiser* pointing out that two newspapers pass at bulk rate of postage in Victoria, and complaining that a different course is followed in South Australia. We regret that Victoria has departed from the provision of the Convention which requires that no parcel containing less than four newspapers should pass at bulk rates, and are of opinion that the present number of papers for bulk rates should be maintained.

H. V. BAYLY, Chairman.
S. H. LAMBTON.
JAMES SMIBERT.
CHARLES TODD.
W. GRAY.
JOHN M'DONNELL.

Hobart, February 8, 1895.