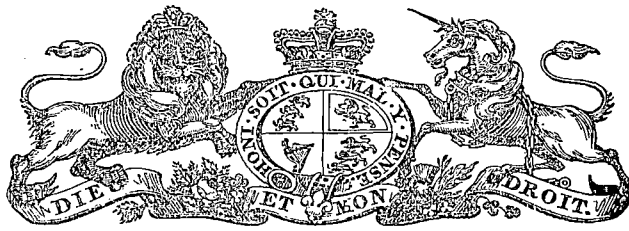


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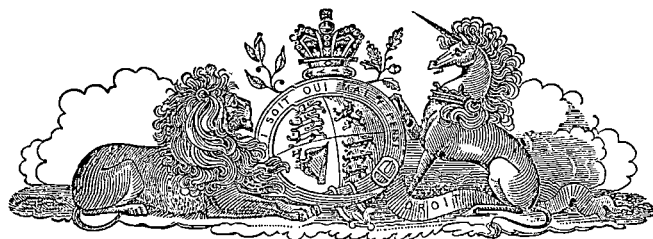
1894.

PARLIAMENT OF TASMANIA.

POSTAL AND TELEGRAPH CONFERENCE :

REPORT OF DELEGATES ATTENDING THE CONFERENCE.  
HELD IN NEW ZEALAND IN MARCH, 1894.

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



# R E P O R T

OF THE

## POSTAL AND TELEGRAPH CONFERENCE

HELD IN NEW ZEALAND IN MARCH, 1894.

INCLUDING

REPORTS OF PROCEEDINGS, REPORTS OF PERMANENT HEADS  
OF POSTAL AND TELEGRAPH DEPARTMENTS, AND  
PAPERS LAID BEFORE THE CONFERENCE.

# POSTAL AND TELEGRAPH CONFERENCE, 1894.

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## REPORT OF DELEGATES ATTENDING THE INTERCOLONIAL POSTAL AND TELEGRAPH CONFERENCE HELD IN NEW ZEALAND IN MARCH, 1894.

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All the colonies were represented.

The Conference sat on the 5th, 6th, 7th, and 8th March at Wellington, and on the 19th March at Auckland.

The principal resolutions agreed to were as follows :—

### POSTAL SERVICE.

#### CANADIAN PACIFIC MAIL-SERVICE.

That this Conference is favourable to 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.

#### SAN FRANCISCO MAIL-SERVICE.

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.

#### OCEAN MAIL-SERVICE.

That this Conference agrees to the extension of the present Federal mail-contracts with the Peninsular and Oriental and Orient Companies for a period of one year from the 31st January, 1895.

#### PENNY POSTAGE FROM GREAT BRITAIN TO AUSTRALASIA.

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 rates, 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 2½d. 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 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government.

#### POSTAL UNION CONGRESS.

That the question of the appointment of a delegate to attend the Postal Union Congress at its next meeting be postponed.

### RACING LOTTERIES.

That the representatives at this Conference recommend their various Governments, as far as possible, to put a stop to the transmission and delivery of letters promoting racing lotteries.

### TELEGRAPH SERVICE.

#### CANADIAN PACIFIC CABLE.

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 Islands, Sandwich Islands to Vancouver: or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

### MISCELLANEOUS.

#### INTERCOLONIAL TARIFF.

That the delegates to this Conference, recognising the value of decisions arrived at in reference to joint postal and telegraph services, by periodical meetings of representatives from the various colonies, would suggest to their respective Governments that similar advantages in reference to trade relations between the respective colonies in the direction of reciprocity would ensue if similar conferences could be arranged to deal with questions in connection with intercolonial tariff.

#### HOURLY-ZONE TIME SYSTEM.

That it is desirable in the public interests that the hour-zone system should be adopted as far as practicable in Australasia.

That the mean time be the 120th meridian in Western Australia, the 135th meridian in South Australia, the 150th meridian in Queensland, New South Wales, Victoria, and Tasmania, and the 175th meridian in New Zealand.

#### ELECTRICAL.

That a vote of thanks be accorded to the committee of experts, and that they be requested to complete their labours by reporting on electric tramways and drafting regulations in regard to electric-power leads generally.

#### REPORTS OF HEADS OF POSTAL AND TELEGRAPH DEPARTMENTS.

Reports upon subjects of detail connected with postal and telegraph matters, upon future Federal mail-contracts, and upon the Australasian Postal Convention were laid before the Conference, and agreed to with amendments.

Other minor matters were considered, for which see minutes of proceedings.

Attached to this report will be found—

Minutes of proceedings, and an Appendix, containing reports, papers, and statistics laid before the Conference.

Signed on behalf of—

New Zealand, J. G. WARD.

New South Wales, JOHN KIDD.

Victoria, AGAR WYNNE.

South Australia, JOHN ALEXANDER COCKBURN.

Queensland, W. HORATIO WILSON.

Tasmania, J. G. WARD.

Western Australia, STEPHEN H. PARKER.



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# REPORT OF THE PROCEEDINGS AND DEBATES OF THE POSTAL AND TELEGRAPH CONFERENCE

HELD IN  
NEW ZEALAND, IN MARCH, 1894.

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## LEGISLATIVE COUNCIL CHAMBERS, WELLINGTON.

MONDAY, 5TH MARCH, 1894.

THE Postal and Telegraph Conference met at 10 a.m. on Monday, the 5th March, 1894, when the under-mentioned gentlemen, representing the colonies hereunder named, were present—viz. :—

- New South Wales* : The Hon. JOHN KIDD, M.L.A., Postmaster-General.  
S. H. LAMBTON, Esq., Deputy Postmaster-General.  
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria* : The Hon. AGAR WYNNE, M.L.C., Postmaster-General.  
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.  
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland* : The Hon. WALTER HERRATT WILSON, M.L.C., Postmaster-General and Minister of Education.  
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia* : The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.  
R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.
- Tasmania* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.  
W. GRAY, Esq., Secretary, Posts and Telegraphs.  
J. K. LOGAN, Esq., Telegraph Engineer.

### APPOINTMENT OF PRESIDENT.

On motion of the Hon. Mr. KIDD (New South Wales), *Resolved, nemine contradicente*, That the Hon. Mr. Ward (New Zealand) be President of this Conference.

### ADMISSION OF THE PRESS.

On motion of the Hon. Mr. WARD (New Zealand), seconded by the Hon. Dr. COCKBURN (South Australia), *Resolved*, That the Press be admitted to the meetings of this Conference.

### PRESIDENT'S ADDRESS.

The Hon. the PRESIDENT then addressed the Conference, as follows :—

Gentlemen : I desire, in the name and on behalf of New Zealand, to welcome you to this colony. I assure you it affords me the greatest possible pleasure to have you amongst

us, and I feel greatly honoured at having been asked by you to preside upon this important occasion. It has been my pleasure to be present at two Conferences in the other colonies, and I am bound to express the opinion that, as the result of those Conferences, a great deal of good has been done, not only to the departments immediately concerned, but also to the colonies generally. As a result of Conferences of this kind a much closer union is brought about than previously existed between the respective countries; and I think every impartial observer will admit how desirable it is that these colonies should be brought closer and closer together, considering the circumstances in which they are placed. Amongst other things that Post and Telegraph Conferences have done has been that of causing people in public positions to think more of the necessities and requirements of the various colonies, and in that respect I am sure this Conference will add another link to the chain which many people are very desirous of seeing welded—namely, a closer union amongst all the colonies. I also trust that during your visit here you may, in addition to business and work, thoroughly enjoy yourselves. We will do our best to make your visit agreeable, but I feel confident nothing we can do can repay the hospitable treatment we have received from time to time in the other colonies. I also hope your visit may prove to be beneficial to you in your representative capacity. When visiting the other colonies I saw many things that were of considerable value to me, and, in turn, I hope you will, during your visit here, see things that will prove of value to you.

I should like to take this opportunity of congratulating a gentleman who sits at this table—a gentleman who has been to every Postal Conference that has taken place in the colonies—upon the marked distinction which has been conferred upon him by the Queen. I refer to our esteemed friend and visitor, Sir Charles Todd, Postmaster-General, South Australia. We all heard with the greatest possible pleasure of the conferment upon him of the distinguished honour so well earned. I desire to say that I hope he may live long to enjoy it. That he has worthily filled the important positions which he has held in the past goes without saying.

It now only remains for me to say I trust that, in the important matters which the Conference will deliberate upon on this occasion, we shall be able to arrive at decisions in the direction of enabling something practical to be done. The ordinary public has little conception of the vast amount of good which has been done in the postal-telegraphic service by these conferences. Speaking for myself, I recollect very well many defects and cloggings that existed in the Post and Telegraph Department, owing to the fact that the colonies were separated, and there was no common platform for them to work upon; defects were difficult to remove, and much inconvenience was caused to the public. It is well known to all who are present that the whole machinery has been greatly improved. The facilities formerly existing have been so improved that the thousands of users of the Post and Telegraph Service now have their business carried on all over the world with such smoothness and accuracy that they scarcely know of the large transactions that are hourly taking place.

The cheapening of rates, which has been one of the characteristics of recent times, has been going on almost without notice; and it is to my mind one of the remarkable evidences of the age that the postal-telegraphic services have been the means of bringing foreign countries and the colonies themselves closer together than by any other means, not even excluding steam, that could possibly be adopted.

I can only say that I welcome you most heartily. I hope you may enjoy your visit, and that the result of the proceedings may be both satisfactory and profitable to the whole of the colonies.

#### APPOINTMENT OF SECRETARY TO THE CONFERENCE.

On motion of the Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. WILSON (Queensland), *Resolved*, That Mr. L. Stowe be appointed Secretary to this Conference.

#### REPRESENTATION OF TASMANIA.

The Hon. Mr. WARD (New Zealand) informed the Conference that he had been asked to represent Tasmania at the Conference, but that the official notification of his appointment had not arrived but was expected to be here this day.

#### COMMISSIONS PRESENTED.

The following honourable gentlemen laid their Commissions on the table, viz.:—

The Hon. John Kidd, New South Wales.  
 The Hon. Agar Wynne, M.L.C., Victoria.  
 The Hon. John Alexander Cockburn, M.D., Lond., South Australia.  
 The Hon. Walter Horatio Wilson, M.L.C., Queensland.  
 The Hon. Stephen Henry Parker, Q.C., M.L.C., Western Australia.  
 Mr. Richard Adolphus Sholl, Western Australia.

#### ORDER PAPER.

A list of subjects for consideration having been laid upon the table. (*Vide* Appendix A, p. iii.), On motion of the Hon. Mr. WARD (New Zealand), *Resolved*, That the list of subjects for consideration, with the exception of Nos. 1, 2, 3, 9, 24, and 46, be referred to a Committee, consisting of the heads of departments, to report to this Conference.

#### ORDERS OF THE DAY.

On motion of the Hon. Mr. WYNNIE (Victoria), seconded by the Hon. Mr. PARKER (Western Australia), *Ordered*, that the Nos. 1, 2, 3, 9, 24, and 46, on this day's Order Paper be made Orders of the Day for to-morrow.

#### PAPERS.

The Hon. Dr. COCKBURN (South Australia) laid upon the table,—

Papers relative to the Federal Mail-contracts.—*Ordered* to be printed. (*Vide* Appendix D, p. xxii.)

The Hon. Mr. WILSON (Queensland) laid upon the table,—

Letters from the Hon. the Premier, Queensland, to the Hon. the Postmaster-General, Washington, relative to the San Francisco Mail-service Subsidy.—Ordered to be printed. (*Vide* Appendix E, p. xxvii.) Also—

Report of the Postmaster-General of Queensland upon certain Resolutions of the Postal and Telegraph Conference held in March, 1893.—Ordered to be printed. (*Vide* Appendix E, p. xxv.) Also—

Return of the Queensland Telegraph Service, 1893.—Ordered to be printed. (*Vide* Appendix J, p. xlix.)

#### RETURN RELATIVE TO REDUCED RATES OF TELEGRAMS.

The Hon. Mr. KIDD (New South Wales) asked the Hon. the President, If he would lay upon the table a statement of the effect of the reduced rates of telegrams over the Australian Colonies?

To which the Hon. Mr. WARD replied that he would lay the return asked for on the table to-morrow.

#### ADJOURNMENT.

On motion of the Hon. Mr. WARD, *Resolved*, That this Conference do now adjourn until 10 a.m. to-morrow.

Then the Conference adjourned.

TUESDAY, 6TH MARCH, 1894.

The Conference met at 10 a.m.

#### PRESENT:

- |                           |                                                                                                                                                                                                                                                                                                      |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>New South Wales:</i>   | The Hon. JOHN KIDD, M.L.A., Postmaster-General.<br>S. H. LAMBTON, Esq., Deputy Postmaster-General.<br>P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.                                                                                                                          |
| <i>Victoria:</i>          | The Hon. AGAR WYNNE, M.L.C., Postmaster-General.<br>J. SMIBERT, Esq., Deputy Postmaster-General.                                                                                                                                                                                                     |
| <i>South Australia:</i>   | The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.<br>Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.                                                                                                         |
| <i>Queensland:</i>        | The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.<br>J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.                                                                                                       |
| <i>Western Australia:</i> | The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.<br>R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.                                                                                                                                                  |
| <i>Tasmania:</i>          | The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.                                                                                 |
| <i>New Zealand:</i>       | The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.<br>W. GRAY, Esq., Secretary, Posts and Telegraphs.<br>J. K. LOGAN, Esq., Telegraph Engineer. |

#### REPRESENTATION OF TASMANIA.

The Hon. Mr. WARD (New Zealand) laid upon the table a telegram from the Premier of Tasmania, authorising him to represent Tasmania at this present Conference.

#### POSTAL CONFERENCE CORRESPONDENCE.

The Hon. Mr. WYNNE (Victoria) moved, and the question was proposed, That in future all correspondence relative to the Postal and Telegraph Conference be forwarded by the Government of South Australia.

The motion was, with the leave of the Conference, withdrawn.

#### PAPERS.

The Hon. Mr. WARD (New Zealand) laid upon the table,—

A Return relative to the Intercolonial Cable Guarantee.—Ordered to be printed. (*Vide* Appendix J, p. l.) Also—

A Return of Telegraph Business in New Zealand, 1893.—Ordered to be printed. (*Vide* Appendix J, p. l.) Also—

Copy of a Letter sent to Fiji, inviting the Attendance of a Representative at the Postal Conference in Wellington.—Ordered to be printed. (*Vide* Appendix H, p. xlii.)

The Hon. Mr. KIDD (New South Wales) laid upon the table,—

Further Correspondence relative to the Representation of Fiji at the Postal Conference.—Ordered to be printed. (*Vide* Appendix H, p. xli.)

The Hon. Mr. WARD (New Zealand) laid upon the table,—

Copy of a Telegram from the Hon. J. Henry, Treasurer, Hobart, to the Hon. Mr. Ward, relative to the Federal Mail-service. (*Vide* Appendix D, p. xxiii.)

## NOTICES OF MOTION.

Notices of motion relative to the establishment of a Pacific cable, telegraph and mail subsidies, and colonial tariff were given in by the Hon. Mr. WARD (New Zealand); and by the Hon. Mr. WYNNE (Victoria), relative to conditions being prepared upon which fresh tenders for the Federal mail-service should be called for.

## FEDERAL MAIL-SERVICE VIA SUEZ.

The Hon. Mr. KIDD (New South Wales) moved, and the question was proposed, That this Conference agrees to the extension of the present Federal mail-contracts with the Peninsular and Oriental and Orient Companies for a period of two years from 31st January, 1895.

Debate arose thereupon.

Hon. Mr. KIDD (New South Wales).—Mr. President: I consider that the best course to take with regard to the first question which appears on the Order Paper for to-day is just to move that the service be continued, or, rather, that the contract be continued, for a period of two years beyond the present year. We can clearly understand that it is impossible to enter into a new contract in time to take up the running at the expiration of the present contract; therefore it is necessary that we should make some arrangements to continue the present contract for a period, so as to enable the colonies and the Imperial authorities to thoroughly thresh out the conditions under which they are prepared to subsidise any line of steamers which may tender for a new contract. It is explained in the letter from the London Post Office, dated the 1st September, that it would be almost impossible in that short time to have proper arrangements made, or to find companies that would be likely to be in a position to tender at so short notice—namely, between this and the 31st January next. They give the reason in their letter of the 1st September. Their reason for it is that their India and China contracts would fall in within three years of the expiration of the present contract with the colonies. Beyond that it does not concern the colonies. But, in the letter dated the 26th January, they think that we might extend the period for a year after the expiration of the present contract; and they think there is no doubt that the contractors would be prepared to agree to the extension for another year. Now, I think another year would put New South Wales in as great a difficulty as we are in at the present time. We are not prepared at this Conference, I think, to agree as to the conditions we should lay down, or to ask the Imperial authorities to agree with us as to the conditions under which we should subsidise another contract. Therefore, as we require some time, I think it would be better for us to run on for two years instead of one year, as being midway between one year and three years. Three years is, I think, rather a long period, and if we could get the contractors to accept the extension for two years it would be much better than three years or one. I now, therefore, make that suggestion, without entering into the question of endeavouring to make any fresh conditions. That, of course, would be impossible. The contractors would not be likely to alter the present conditions for the sake of one or two years, and I do not think we should consider that phase of the matter. It would be a very proper thing, of course, before we enter into any new contracts to lay down other conditions such as were mentioned by the present President of the Conference, stipulating as to certain accommodation on board mail-boats for the carrying of frozen meat, butter, &c. That, however, is a question which, at the present time, we need not go into. I am beginning to think when I see a vessel like the "Gothic" lying in Wellington Harbour that when there is business to be done companies will find accommodation to carry on that business without mixing it up with postal subsidies or anything of that kind. I consider it would be a mistake to make any conditions: when trade is to be done the companies will see that provision is made for keeping pace with that trade. The fact of a steamer of the magnitude of the "Gothic" coming here without any conditions as to subsidies, or anything else, is ample evidence that the great companies of the world will see where trade is to be found, and that they will make good provision for it without any encouragement in the way of postal subsidies. However, that, I think, is a question we need hardly discuss at any length at the present time. I do not think we should hamper the continuation of the present contract for two years by proposing new conditions. As for any proposal to amend the conditions of the present contract, I feel quite sure that the great companies which are the parties to that contract for the carrying of mails would not entertain them for a moment. And the Imperial authorities I do not think would for a moment ask us to agree to any new conditions. Without saying anything further, I will move, for the reasons I have stated, That we join with the Imperial authorities and endeavour to make arrangements with the present companies to continue the services for two years longer, which will give us ample time, and not too much time, to make all the necessary arrangements, and will also give time to intending tenderers for the carrying of our mails in the future. I might just say that any proposal of this kind is always subject to the parliamentary approval of the several colonies. I rather like to hedge myself in in this way, as, though we may agree to a proposal, at the same time it prevents Parliament taking up the position that we did not submit matters to them before finally committing ourselves to them.

Hon. Mr. WYNNE (Victoria): Sir, to some extent I agree with the views of the Hon. Mr. Kidd, but I think there are reasons why the time should be extended for one instead of two years. In the first letter written by the British Post Office it is suggested that the term should be extended for three years, so that they can call for tenders for the whole of the mail-services for the East—that is, India, China, and Australasia. If we make it for two years it is neither one thing nor the other. And in the second letter, of the 26th January, 1894, Mr. Forman there states that he does not think the Home Government would agree to a longer extension than one year; so it seems to me that, in the face of that letter, it would be useless to recommend an extension for a longer period. If we suggest two years it will lead to fresh correspondence, and may require the calling of another Conference to decide upon this question. I think, however, we should take some responsibility upon ourselves in connection with this, and I am prepared to go the length of agreeing to an extension for one

year, for this reason: that it is impossible now to call for tenders returnable by the 31st January next year, whereas between now and 1896 there ought to be ample time within which to formulate our views; and I think this Conference should decide as far as possible as to the terms. Last year, at Brisbane, we suggested that tenders should be called for an extension, and we formulated our views. If we say two years the work has to be done again. We should make up our minds what we do want, and let the British Government know our views on the matter as regards each colony. All the Australian Colonies are largely indebted to the British people for borrowed money, and it is necessary that we must increase our exportable products. New Zealand has shown an example with reference to frozen mutton, and I think Australia is endeavouring to follow on these lines. At present upwards of one million pounds' worth of butter is being exported annually from the three colonies—New South Wales, Victoria, and South Australia. We have not accommodation for butter, and I would suggest that in this extension for one year we should endeavour to compel the companies to provide space for the carriage of these products. I do not know that for one year we can absolutely insist upon it, but if a strong communication comes from these colonies that the companies should provide space I think they will do it. Their inclination is in the direction of assisting the colonies in this freezing business a little further with a fixture of lower rates, and I think the British Post Office authorities will not put any obstacles in the way of the colonies. They look at it simply from a postal point of view. We have to go a little further, and we must assist the colonies in getting rid of their frozen produce. It would not pay the large steamers to come to the colonies to take away small quantities of butter. The mail-steamers have a certain amount of space available, and if we can arrange that they shall carry this produce at a reduced rate I think it will do great good to the colonies, and no harm to the Home authorities. The companies have the space available, and I think we should endeavour to make use of it by means of this Conference. At the end of the proposed extension, when tenders are called for, other companies perhaps will tender, probably at a reduced rate, and also including the carriage of our products. I do not know whether it is permissible under this motion to discuss the question of the clauses or the terms of the contract which is to be made, but I think it is practicable for us to have this service extended for one year, and to have provision made that frozen produce should be carried by these mail-steamers at reduced rates, rather than to extend the contract for two years, which is neither one thing nor another. The Home authorities want it for three years and not for two, but I think as their last letter suggested one I would suggest to the Hon. Mr. Kidd that he should make his term one year.

Hon. Dr. COCKBURN (South Australia): Sir, it appears to me there are three alternatives before the Conference: either to call for new tenders at the expiration of the present contract, or to renew the service for three years, or for one year. It appears these are the alternatives at present. The first, I am afraid, is impracticable, much as I should like to see a new contract to incorporate the views that the Hon. Mr. Wynne has expressed, seeing that to the Colonies of South Australia, Victoria, and New South Wales the carriage of produce is second only in importance to the carriage of their mails. I am afraid it is quite impossible with the short time at our disposal to do all this. I think we should strike out one of the alternatives, and therefore reduce it to the question of extending the original time by one year, or by three years. I agree with the Hon. Mr. Wynne, if the time is to be extended we should as far as possible fall in with the views of the Imperial Government, and make the contract either for three years or for one year. I think, myself, it would probably be best, in concert with the Home authorities, to fall in with their last suggestion, and make an extension of one year only; but if we do so I think we should at once formulate, at this Conference, all that will be necessary as regards detail—with regard to the manner in which the tenders should be called, and also the stipulations that are to be expressed. If we do not do so we shall be faced at another Conference with the same difficulty as we are in now. If the time is to be extended for the purpose of giving more time to consider the details, then we must take time by the forelock. We know that one year is much too short. I do not think that two years is any too long to put into effect any resolution as to details, fresh stipulations, or any other matters considered necessary by this Conference. I therefore join with the Postmaster-General of Victoria in asking the Hon. Mr. Kidd to alter his resolution so as to make the extension for one year. I think, as the Hon. Mr. Parker says, there are certain considerations which would make three years advisable to work in with the India and China mails. I suppose, however, there are certain improvements which we can hardly bring forward without calling for fresh tenders. The Hon. Mr. Wynne suggested we should make strong representations to the companies with regard to lower freights, more storage, and also to allocate the storage so that it might be equally available for all the colonies. I should like to add that we are now doing a large trade in butter, and at present London is our only market. Everything has to go to London; and I am informed that for butter and other produce it is possible to do a trade in the provincial towns. We have been considering whether it would not be well to ask the contracting companies to give bills of lading to provincial towns at the same rates as they do to London. They could get concessions on the English lines of railway. I think we should add that to the matters to be pressed on the companies. I know they will do all they can to fall in with our wishes; at the same time they can hardly be expected to do all we desire during the existing contract, but they will if we make it one of the conditions in calling for tenders. Therefore I am inclined on the whole to support and fall in with the wishes last expressed by the Imperial Government, to extend the contract for one year. At the same time we should see that the same difficulty will not present itself at any future time. We should make all provision, and mention all stipulations the colonies think should be inserted and included in the tenders to be next called for. For this two years will not be too long.

Hon. Mr. WILSON (Queensland): Referring to the remark of the Hon. Mr. Wynne, that if we asked for an extension of two years it would lead to a great amount of correspondence, and that we should therefore fall in with the suggestion of the British Postmaster-General, I would point out that if

we ask for a three years' extension it would lead to a great deal more correspondence, and we should probably not get what we asked. It would therefore be very much better for us to have an extension for one year, which would really mean one year and nine months. We should then have plenty of time to go into all these matters, and come to a satisfactory conclusion.

Hon. Mr. WARD (New Zealand): On behalf of Tasmania, I desire to say that I shall support the Hon. Mr. Wynne in the view he takes of this matter. The Tasmanian Government ask me to do this, and state in the cablegram they have sent me as well, "That it should be conditional with the new ocean mail-contract that the steamers should be required to afford conveniences for the carriage of frozen meat, butter, fruit, and other products of Australia at stipulated maximum rates for freights for the same, and to state what cold storage they will be prepared to supply, having due regard to the requirements of each colony." Of course, while I support on behalf of Tasmania the view the Hon. Mr. Wynne takes of it, at the same time I wish to express my own opinion on this matter. I think every effort should be made by the colonies to secure trade for the continuance of trade for the frozen meat, butter, fruit, and other produce that may be sent to England; at the same time I feel it is only right to tell you what our experience in regard to the carriage of frozen meat has been in this colony. Our experience has been that by the subsidised regular mail-carriers this class of business was not very workable; the whole of our frozen meat and products of this colony are carried by steamers that are not subsidised at all. It is a very remarkable thing that, while our mails are going by steamers which we subsidise, the whole of the lines which are carrying our frozen meat and other produce are unsubsidised. The result of that is a keen competition between the liners to secure the frozen-meat business, quite independent of any assistance by mail-subsidies. Whereas, if you give an enormous subsidy to one particular line, you at once prevent any other line of steamers from coming to compete on even terms, with the result that you have in all probability to pay a higher rate for sending produce Home than you would have to pay if, by not giving subsidies, you allow free competition for the trade upon even terms. Here, in this colony, we have got no less than four lines of steamers, not one of which has a subsidy; and, as a result of their competition, I am sure we have a lower rate to pay than if we had subsidised one of those lines of steamers, and thus prevented other lines from coming in. I think it is highly important that to enable the rapid transit of mails the Federal line of steamers should be subsidised, though I still entertain the opinion that there should be no fixed subsidy, but that payment should be on the basis of the weight of mails carried. At the same time you, gentlemen, being all interested in the frozen-meat business from Australia, should carefully consider whether it is a desirable thing to make the mail-steamers such strong competitors by paying a subsidy which would prevent a large number of the slower class of steamers from coming in to carry our frozen meat. I think the broad aspect of this should be carefully considered, and under any circumstances I am of opinion that the service should not be extended for longer than one year; in the meantime, the whole question should be gone into carefully and fully. Our freight arrangements are very good from New Zealand, but any assistance I can give you in dealing with the matter will be readily given.

Hon. Mr. KIDD (New South Wales): In answer to what has been said in opposition to my proposal for a two-years extension, I would like to point out that the reason why the Imperial authorities ask us, in the letter of 26th September, to agree to three years is not because it is going to be any convenience for us to wait until the termination of their India and China contract. We have nothing at all to do with those contracts. The service under which our mails are carried now is a Direct service, so that there is no reason at all why we should fall in with the suggestion of the Imperial authorities to extend it for three years if we do not think it convenient for us to do so; and my only reason for suggesting an extension of two years is that I thought one year too short to give other companies an opportunity of coming into the field and tendering for this mail-service, otherwise we might actually be in the hands of two large companies. However, I am quite agreeable to amend my resolution, and make it one year. But I am certainly very much opposed to what Mr. Wynne suggests, namely, that we should try and clog this extension with any new conditions. I am quite sure that they would not agree to any new conditions for one moment. I think it would be almost foolishness for us to embody any new conditions with regard to the operation of one year. If we thought fit to extend it for three years it would be a different matter. We might be able to secure greater advantages from them for three years, but they realise as well as we do that an alteration for one year would be simply making a convenience of them. Another reason would be that it might be better for them to cut us off without extending it at all, because they are the two most powerful companies that are likely to secure the contract if between this and 31st January next we invite tenders. However, as it appears to be the expressed wish of the Conference to reduce it to one year, we might, if we do not meet again before the usual time next year, make some arrangement to communicate in the course of a few months with the Home authorities to invite tenders, and in the meantime agree as to what conditions we would desire to be imposed on those tendering. We should not wait until the meeting of the Conference next year, because we will then be in just about the same position as we are now. I think, therefore, it is necessary for us to take some action before this Conference breaks up to decide as to what we require in the interests of the colonies, and come to a common agreement, and have it embodied in the new contracts. It will not do to wait until a year has elapsed, but we will have to take action at a very early date to get the Imperial authorities to invite fresh tenders. It is not the same as any ordinary service. This is a very important service to the colonies, and of course all are fully alive to that. If we are going to have any special conditions beyond those embodied, the sooner we set to work to draw up these conditions the better. I think within the next few months action should be taken to set the Imperial authorities in motion to call for fresh tenders to take up the running under a new contract on the expiration of this extension which has been proposed—that is, the extension for one year. I ask leave to amend my motion accordingly.

Hon. Mr. WYNNÉ (Victoria): I move, That there be added to this resolution a condition that the steamship companies furnish sufficient cool-storage space for the products of the various colonies in



their steamers leaving the different ports, in proportion to the space required by the respective colonies.

Hon. Mr. PARKER (Western Australia): In order that this resolution shall have as much weight as possible, it struck me that the Governments of the various colonies might instruct their Agents-General to see the contractors at Home and further the objects of this resolution. Therefore, if my friends, Dr. Cockburn and Mr. Wynne, have no objection, I would suggest that these words be added to the resolution: "And that the Governments of the Australian Colonies be requested to instruct their respective Agents-General to do all in their power to further the objects of this resolution."

Hon. Dr. COCKBURN (South Australia): I understood the Hon. Mr. Wynne to say simply that representation should be made; but there is no doubt this contract is a question of business, and I think a joint representation from the colonies which the contracting companies serve could not fail to have some degree of weight with them. They are as anxious to secure our goodwill as we are to recognise their services. It has been already a subject of consideration between the various Australian Colonies whether some representation should not be made by the Governments of the colonies asking for reduced freights, more certain cool-storage accommodation, and allocation of space. I think, Sir, this representation coming from individual Governments would have a certain weight, and I think a general representation coming from a Conference of this nature, where representatives of all the colonies are assembled, cannot fail to have still more weight. I do not understand the Hon. Mr. Wynne to say that the renewal of the contract should be subject to this stipulation—

Hon. Mr. WARD (New Zealand): I presume, Dr. Cockburn, you will move a separate resolution?

Hon. Dr. COCKBURN (South Australia): No, sir. I am going to support the Hon. Mr. Wynne in this matter. Would Mr. Wynne put this stipulation in this resolution or move a separate resolution? In either case I should have much pleasure in supporting him.

Then, the question being put as amended by the Hon. Mr. Kidd, with the leave of the Conference,

It was resolved in the affirmative.

*Resolved*, That this Conference agrees to the extension of the present Federal mail-contracts with the Peninsular and Oriental and Orient Companies for a period of one year from the 31st January, 1895.

#### VANCOUVER SERVICE.

The Hon. Mr. WILSON (Queensland) informed the Conference that no replies to their correspondence relative to the Vancouver service had been received.

#### CANADIAN MAIL-SERVICE.

The Hon. Mr. WARD (New Zealand) laid upon the table a letter from Mr. James Huddart, of the Huddart-Parker Company, relative to their contract with the Dominion Government.

Ordered to be printed. (*Vide* Appendix F, page xxix.)

#### COLOURED LABOUR ON MAIL-STEAMERS.

The Hon. Mr. WARD (New Zealand) laid upon the table a letter from Mr. A. D. Michie, agent for the Peninsular and Oriental Steam Navigation Company, addressed to the President of the Conference, relative to the employment of coloured labour on mail-steamers.

Ordered to be printed. (*Vide* Appendix K, page li.)

#### CANADIAN-PACIFIC MAIL-SERVICE.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. KIDD (New South Wales), moved, and the question was proposed, That this Conference is favourable to 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.

Debate arose thereupon.

Hon. Mr. WARD (New Zealand) said,—In order to elicit a discussion upon this important matter, I will submit a proposal to the Conference. In moving this resolution I desire to point out to the Conference this very important fact: that the whole of the colonies at the present time are contributing on the basis of mail-matter carried a certain amount to the maintenance of the San Francisco service, and it is within the knowledge of the whole of the colonies that that service will in all probability be continued, and will extract an amount in the future from the colonies similar to that which has been paid in the past. The Vancouver service, which opens up quite a different field, is one which I think should be encouraged by the whole of the colonies; and, as far as the New Zealand Government is concerned, we are prepared to subsidise that service to the extent of £10,000 a year, but not if the service is going to be one such as is indicated in the letter from Mr. Huddart—if it is going to be one which requires a line of steamers to run between Canada and Sydney only, and connecting with New Zealand by a branch line. The service to be of any use to this colony is one which, I think, should be looked upon as a commercial service, a service enabling our people to send any products they require to Canada and to obtain anything Canada should wish to send to us. If the business of transhipment were to come in, the service, commercially, would be greatly reduced in value. No one could afford to pay the transshipping rates. It seems to me that, looking at the extraordinary treatment the United States Government has extended to the whole of the colonies since the initiation of the San Francisco service, it is well that the colonies should take advantage of the opportunity of having a second string to its bow. If by the establishment of the Vancouver service we should bring the United States to realise what



they ought to do in giving a fairer contribution than in the past to the maintenance of the San Francisco service, it would be a very good thing indeed. I am bound to express the opinion that under no circumstances will the San Francisco service cease. It has got to that position now that even under the existing contract it receives from the colonies a very small amount compared with the large payments formerly contributed. Whatever the United States Government may do I think the San Francisco service will continue. If it is to remain an inferior one to that *via* Vancouver will depend upon the United States. The Canadian service opens up another connection between the British colonies. In the prospect that presents itself from a commercial point of view, I think it is a legitimate one for the Post Office to step in and give a reasonable subsidy, and now, I believe, is the right time to do it. I hope, myself, that the Imperial authorities will see their way to subsidise this service to a reasonable extent. I think, if the resolution I have submitted to the Conference is carried, good will be done. It is committing the Conference to nothing beyond inviting tenders for an alternative San Francisco service—namely, between England and the colonies *via* Vancouver and San Francisco. If the amount is considered too high, in the ordinary course of things it would be necessary to communicate with the whole of the colonies, and a basis arranged of payment of a proportional amount by each. No harm can be done by inviting the various companies to tender for such a service as I have indicated. I have very much pleasure in moving the following resolution: "That this Conference is favourable to 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."

Hon. Mr. KIDD (New South Wales): I would like to point out, in regard to the resolution you have submitted, sir, the position the New South Wales Government and the Canadian Government have placed themselves in with the Huddart-Parker Company. We have gone too far to invite tenders for a service by Vancouver, or, in fact, with the San Francisco line, and I do not think it would be possible to get any other companies than those engaged in the service to do anything in the matter. We are already a party to subsidising this line to Vancouver at the rate of £10,000 a year for three years, and our agreement is on all-fours with the agreement made by Canada for three years to the extent of £25,000. We were in hopes that you yourself would move a resolution at the last Conference, suggesting that we should endeavour to secure the service by Vancouver. At that time you expressed yourself in the same way as you have done to-day. Referring to the manner in which the United States Government treated the San Francisco service, we are not prepared to abandon that service any more than you are. In fact, we submitted a resolution to the House authorising the Government to enter into a contract with the Huddart-Parker Company *via* Vancouver; so that it is not for the purpose of supplanting the San Francisco service that we entered into a guarantee for a Vancouver service. If the other colonies agreed to subsidise the Vancouver route, we might be able to encourage the two companies to run their steamers alternately every fortnight, which would give us a fortnightly service instead of having the two companies running in competition with one another as at present, each leaving at times within a few days of the other, as is inevitable when one is a four-weekly and the other a monthly service. At the present time, the agreement ties us down that they may call at Brisbane and Fiji; there is nothing at all about New Zealand. I feel quite sure that if New Zealand enters into an arrangement to subsidise this new company, New South Wales would not be opposed to have the agreement altered, so as to fall in with any arrangement that might be made.

Hon. Mr. WARD (New Zealand): We might do so to the extent of £10,000.

Hon. Mr. KIDD (New South Wales): That might be a strong inducement. Of course, if the Queensland Government desired to make an arrangement, that might make the service rather a lengthy one, as it would then have to call at Queensland and New Zealand, as well as Fiji. But I do not value this service so much for the postal convenience it affords as for the sake of the connection for trade purposes. The Government which I represent might be quite willing, if the Queensland Government decided upon subsidising the new service, and concurs that New Zealand comes in also. Beyond this we cannot make further conditions, as we are tied by the agreement we have entered into. I can say on behalf of New South Wales that anything reasonable we will do, recognising it is more a matter for trade than postal convenience. I am sure we would not object to any conditions that New Zealand may be able to make with the company. We shall be very glad also to see Queensland in. Of course, I think it would be very much in the interest of Victoria to have a share in this contract, even to the extent of a £10,000 subsidy. However, it only concerns the colonies on the eastern seaboard, and I do not expect our friends from South Australia to come in, because I do not see in what way it can serve them. I do not see how it can serve Tasmania. I think the three colonies on the eastern seaboard, together with New Zealand, may find it a very great convenience to encourage a trade of this kind, apart from postal convenience. I may simply state that, in dealing with this company, we are only anxious to assist them in every possible way, recognising it is a very big undertaking they have entered upon. We would like them to succeed in it; at the same time, we will not do less for the San Francisco service than we have been doing. That is the understanding on which Parliament agreed to subsidise the new company. I am making this explanation to show the position we are in. We have entered into this agreement, and Canada has entered into a similar agreement. Therefore, in order to effect a fortnightly service we should have to get these colonies to come in also. It would serve New Zealand to a very much greater extent than any of the other colonies. We are anxious to open up a trade with Canada if possible, and that is a proper reason to enter into a contract to subsidise this company to the extent we have done. If there is no objection I will lay this copy of the agreement on the table. I have already pointed out that the Vancouver service is a monthly one, and the other is every twenty-eight days. If the companies agreed we might run the service every fourteen days; that is, alternately *via* San Francisco and Vancouver.

Hon. Mr. WILSON (Queensland): Sir, I am unable to fall in with the suggestion that tenders be invited for this service, because I am really in the same position as the Hon. Mr. Kidd, except that Queensland has not yet come into this contract. We wanted the steamers to call at Keppell Bay as well as Brisbane, and it was on that point the negotiations fell through. I believe that something will still be done. Queensland is anxious that a service should be established between Vancouver and Australia, and intends to support it as far as she possibly can. Representations have been made which possibly may lead to some agreement between the parties. Under these circumstances, I prefer matters to remain as they are. Sir Thomas McIlwraith is now in London, and, no doubt, is negotiating further in the matter; therefore, I do not wish to hamper any action he may take at the present time.

Hon. Mr. WYNNE (Victoria): Mr. President, this is a matter which does not concern Victoria very much from a mail-service point of view; but, from a trade aspect, the Victorian Government were anxious to assist in the service if the company could have seen their way to make Melbourne a port of call; but the company are restricted as to the number of steamers, and were unable to do it. I have no doubt if the service is a success—which I trust it will be, in the interests of the colonies and Canada—the company will have to increase their fleet, and I have no doubt the Victorian Government will consider the matter in a favourable light, provided the company can arrange for their steamers to call at Melbourne, in the same way as the Government of New Zealand are anxious the company should call at New Zealand. We are at present well served by the existing service, and do not look at this service very closely from the point of view of a mail-service.

Hon. Mr. WARD (New Zealand): In reply, I would like to say it seems to me that the purpose I had in view has been to some extent served by the discussion which has arisen on this motion. I desire to point out that this motion does not in any way invite the calling of tenders, neither does it make a commitment. It leaves the question, as far as Queensland and Victoria are concerned, entirely to be settled in the way of details as between the respective colonies and the contracting parties in the future. The motion is, "That this Conference is favourable to 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." My own opinion is it would be as well if the Conference had given some marked action in this direction by passing this resolution. However, I propose, with the permission of the Conference, to ask to be allowed to modify the resolution, and to accept the debate which has taken place upon it as an indication of the desire of some of the colonies to support this service. As far as New Zealand is concerned, I may say that if the Vancouver steamers call at a port within the colony, either Auckland or Wellington, we will subsidise the service to the extent of £10,000 a year. We are very well served by mail-services as it is. We look upon the services entirely from a trade point of view, and not for the convenience of carrying mails at all, but as giving us fresh communication with an important country. On those grounds we will be prepared to subsidise this service to the extent of £10,000 a year, provided the steamers call at our colony.

Hon. Mr. KIDD (New South Wales): I would suggest a slight amendment to the motion, if you will allow me, so as to make the motion read as follows: "That this Conference is favourable to a four-weekly service, alternating with the San Francisco service, between Australia, New Zealand, and Vancouver, the mail-steamers calling at one main port of New Zealand and at such ports of Australia as may be determined upon." This would not interfere with the present contract or with the future.

Hon. Mr. PARKER (Western Australia): I regret to say I shall not be able to vote on this question.

Hon. Mr. WARD (New Zealand): I accept the Hon. Mr. Kidd's suggested alteration.

Then, the question being put, it was resolved in the affirmative.

*Resolved*, That this Conference is favourable to 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 at such ports of Australia as may be determined upon.

#### CANADIAN-PACIFIC MAIL-SERVICE.

The Hon. Mr. KIDD (New South Wales) laid upon the table particulars of the agreement between the Hon. the Postmaster-General, Sydney, and Mr. James Huddart, relative to the Sydney and Vancouver mail-service.

Ordered to be printed. (*Vide* Appendix F, p. xxix.)

#### SAN FRANCISCO MAIL-SERVICE.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. KIDD (New South Wales), moved, and the question was proposed, 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.

Debate arose thereupon.

Hon. Mr. WARD (New Zealand) having moved the above resolution,

Hon. Mr. WILSON (Queensland): I do not think anything can be gained by discussing this matter, as the reply from the United States Government was unfavourable.

Hon. Mr. KIDD (New South Wales): Sir, I second the resolution. At the same time I should like to get some expression of opinion from yourself as to what you intend to do with regard to the renewal of the contract. I wish to reiterate what we have said before, that we are prepared to subsidise to the same extent. Of course, all subsidies are with the approval of Parliament. The present contract falls in in November next.

Hon. Mr. WARD (New Zealand): I am prepared to renew the contract for this service. Three years was the last term we renewed it for, and I am disposed to renew it for a similar period.

Hon. Mr. KIDD (New South Wales): Before we renew the service we may have an opportunity of getting them to agree to the resolution which we have just passed. They might arrange their arrival and departure so as to make a fortnightly service. If you carry out your intention with regard to Vancouver with the Huddart-Parker Company, it would be a favourable opportunity for you to know that, so as to get them to fall in with an arrangement of that kind to give you a fortnightly service.

Hon. Mr. WARD (New Zealand): I will undertake to see that provision is made for the service being a fortnightly one, assuming the Vancouver service is established, and we shall thus have a fortnightly service.

Then, the question being put, it was resolved in the affirmative.

*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.

#### DELEGATE TO NEXT UNIVERSAL POSTAL UNION CONGRESS.

The Hon. Mr. KIDD (New South Wales), seconded by the Hon. Mr. Wilson (Queensland), moved, and the question was proposed, That the question of the appointment of a delegate to attend the Postal Union Congress at its next meeting be postponed.

Hon. Mr. KIDD (New South Wales): Sir, we went into this matter at the Brisbane Conference, expecting that this Conference would have been held in 1896. It has now been postponed until 1897, and I think we can well allow this matter to stand over until the next Intercolonial Conference.

Hon. Dr. COCKBURN (South Australia): I presume a Conference will be held. This is a question which can be considered apart from a Conference. It could be settled by communications between the different Governments. At the same time I hope the Intercolonial Conferences will be continued, as I recognise them to be of infinite benefit.

And the question being put, it was resolved in the affirmative.

#### REPRESENTATION OF FIJI.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. Wilson (Queensland), moved, and the question was proposed, That no further action be taken with regard to the representation of Fiji at the Postal Union Congress and the Intercolonial Conferences until replies have been received from Fiji.

Hon. Dr. COCKBURN (South Australia): I think that as Fiji has already been communicated with on the question, and as there is a general feeling that as far as possible the colonies which have a communitive interest are working together in this respect, I presume community of interest is the ground upon which any colony would be represented. It seems to me that if Fiji feels that interest she will interest herself to secure representation. Fiji, perhaps, is not on all-fours with the other colonies, being a Crown colony, and therefore partly representing Imperial interests; but still I think it might be as well that Fiji should not be further pressed in the matter.

Hon. Mr. WARD (New Zealand): Then, if the Conference is agreeable, I will simply put a note against this item in the proceedings, "No further action." That will enable me to understand the position.

The question being put, it was resolved in the affirmative.

#### FEDERAL MAIL-SERVICE *VIA* SUEZ.

The Hon. Dr. COCKBURN (South Australia) moved, and the question was proposed, That the heads of departments revise the conditions of proposed new contracts in connection with the Federal mail-service *via* Suez.

Hon. Dr. COCKBURN (South Australia): I observed that in Brisbane the permanent heads of departments reported as to the new contracts under the Federal mail-service, and, as there are several matters referred to the permanent heads in connection with this question, I wish to understand whether the permanent heads are, in their report, considering any revision which may be necessary to bring their suggestions up to date.

Hon. Mr. WARD (New Zealand): It is not so at present. There is a notice of motion by Mr. Wynne for to-morrow, to the effect "That the conditions be now settled for which fresh tenders for Federal mail-service are to be called."

Hon. Dr. COCKBURN (South Australia): There are one or two matters in connection with this, the details of which were settled at the last Conference at Brisbane, which might be revised on behalf of South Australia. There is one matter I should like to be looked into again, and that is with reference to the date of the departure of mails from Adelaide. It was originally proposed at the Conference to be Thursday, at 2 o'clock, but was afterwards altered to Saturday at 2 o'clock, and that is how it stands now. As far as I can gather it is questionable whether the alteration is prudent. I may say at once that Saturday is regarded as a difficult day for the departure of a mail from Adelaide. I believe the mails should leave on Friday. I mentioned the fact this morning, that we were endeavouring to carry our ramifications of trade and produce into the various provincial centres in England, and I think it is desirable that the Australian letters should arrive in England so as to be answered not only in London, but also in the provincial centres by the out-coming mail. The mails now reach London on Sunday or Monday, giving them plenty of time to get to the provinces and be replied to; but the mails leaving on Saturday would preclude that. A deputation waited on the

Government I represent, and I believe similar deputations waited upon other Governments, to urge that in any new contracts for the Federal mail-service the contracting companies should be asked to state what class of labour they intend to employ. Of course we know that the French and German boats are equipped in such a way that if at any time national disturbance breaks out they would be available for defence purposes. It has always been a feeling that has animated Postal Conferences that our mails should be carried by English boats, which in case of emergency could act in a similar manner. This would hardly be possible unless the ships were manned by such a crew as would be available for the purpose, and therefore it would be well, when going further into the matter, to make a stipulation in the Federal mail-service contract that the tenderers should be asked to state what class of labour they intend to employ. I mention this to prepare the ground for any views which may be expressed by the colonies. I am bound to raise the matter, because, in reply to a deputation, I stated I would see that the matter was brought before the Conference. I regard it as of considerable, if not paramount, importance. Therefore, that must be my excuse at the present time in bringing it forward.

The question being put, it was resolved in the affirmative.

*Resolved*, That the heads of departments revise the conditions of proposed new contracts in connection with the Federal mail-service *vid* Suez.

#### ADJOURNMENT.

On motion of the Hon. the PRESIDENT, *Resolved*, That this Conference do now adjourn until 10 a.m. to-morrow.

Then the Conference adjourned.

WEDNESDAY, 7TH MARCH, 1894.

The Conference met at 10 a.m.

#### PRESENT :

- New South Wales* : The Hon. JOHN KIDD, M.L.A., Postmaster-General.  
S. H. LAMBTON, Esq., Deputy Postmaster-General.  
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria* : The Hon. AGAR WYFNE, M.L.C., Postmaster-General.  
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.  
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland* : The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.  
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia* : The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.  
R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.
- Tasmania* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.  
W. GRAY, Esq., Secretary, Posts and Telegraphs.  
J. K. LOGAN, Esq., Telegraph Engineer.

#### HOURLY-ZONE TIME.

The Hon. Mr. WILSON, (Queensland,) laid upon the table a letter from the Hon. Sir Thomas McIlwraith to the Premiers of the Australian Colonies, relative to the Hour-zone Time.

Ordered to be printed. (*Vide* Appendix I, p. xliii.)

#### CANADIAN-PACIFIC CABLE.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. KIDD (New South Wales), moved, and the question was proposed, 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 Islands, Sandwich Islands to Vancouver: or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

Hon. Mr. WARD (New Zealand), in moving the resolution standing in his name, in a slightly amended form, said: The delegates who are present are all very conversant with the position in con-

nection with this cable: I need not elaborate any remarks I intend to make in moving the motion; as we have already discussed it very fully in Committee. I recognise it to be a very important matter. It is one which I think will have a considerable influence for good upon both the national and commercial affairs of the whole of the countries concerned. It will be an important link between the colonies and Canada, and a most useful cable for the Pacific Islands at which it is proposed to touch. The way in which the resolution now stands renders it quite unnecessary for me now either to point out whether the proposed cable will pay or not, or the amounts that will be required to be contributed by the respective colonies by way of guarantee, for the reason that the motion now is that a rate of interest of 4 per cent. is to be guaranteed by the whole of the countries concerned upon a fixed capital of £1,800,000 the profit or loss will only affect any company which undertakes it. That will amount to a guarantee of £72,000 a year for a period not exceeding fourteen years by the whole of the colonies interested, and that amount, divided upon the basis of population between the various colonies, works out, I may say, to very moderate sums indeed. So far as the colonies are concerned, Canada and England will have to bear the greater proportion of the cost of the guarantee. It is important, however, for us to recognise that we are not going to do anything by way of fixed subsidy; that the system we adopt is a system of guaranteeing only. I should also like to say it is not to be expected that either South Australia or Western Australia, from the position in which they are at present placed, and from the existing interests they are already concerned in, should come into this guarantee. It is recognised by the delegates who are here that neither of these colonies can be expected at present to do so. I have only to add that this cable, with the exception of Samoa and Honolulu, will pass entirely through British territory. Samoa is in a neutral position, and in that respect is to be distinguished from a colony, or place, which happens to be under the flag of a foreign nation. The routes indicated, it will be observed, render it possible for the Eastern Extension Cable Company (who are the proprietors of the existing cables) to tender, and to utilise existing cables between Australia and New Zealand. On the other hand, the proposal leaves it open to the world to compete for the laying of a cable between Australia and New Zealand, and from New Zealand onwards, as indicated. In moving the resolution I propose to ask the Conference to allow it to be printed and circulated, and to come up for final consideration to-morrow.

On motion of the Hon. Mr. KIDD (New South Wales), *Ordered*, That this debate be now adjourned.

Ordered that this debate be resumed to-morrow.

#### INTERCOLONIAL TARIFFS.

On motion of the Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. WYNNE (Victoria), *Resolved*, That the delegates to this Conference, recognising the value of the decisions arrived at in reference to joint postal and telegraph services, by periodical meetings of representatives from the various colonies, would suggest to their respective Governments that similar advantages, in reference to trade relations between the respective colonies in the direction of reciprocity, would ensue, if similar conferences could be arranged to deal with questions in connection with intercolonial tariffs.

#### FEDERAL MAIL-SERVICE CONTRACT.

The Hon. Mr. WYNNE (Victoria), seconded by the Hon. Dr. COCKBURN (South Australia), moved, and the question was proposed, That the conditions be settled at this Conference upon which fresh tenders for the Federal mail-service are to be called.

In moving the above resolution,

Hon. Mr. WYNNE (Victoria) said: Mr. President, I think this is a proper time for us now to consider the terms of the renewed mail-contract. It seems to me there are two ways of dealing with the mails, either to pay upon the weight or to subsidise the steamship companies for the quick carriage of our mails. A large part of the business now is done by telegraphic communication; but still I think it is advisable to continue the mail-service somewhat on the present lines; and I would suggest that we recommend the Home Government that tenders be called for a term of, say five years, for a service between the Mother-country and the colonies; and that the tenders should state the time they will take in carrying the mails, what freezing-space they can supply to the colonies, and the rates to be charged for the carriage of our products; or we could call for tenders in the alternative, simply for the carriage of the mails and for the carriage of frozen produce. Since my visit to New Zealand I am inclined to think that, as the Australian Colonies can produce the frozen meats and butter to be carried, steamers will be put on without any subsidy whatever to carry these goods to the Mother-country. I notice that large steamers like the "Gothic" go from port to port and collect the frozen carcasses, and take them to England without any subsidy whatever. I think if tenders are called for, as I suggest, we will know exactly what is the price to be paid for carrying the mails, and whether the companies want an extra price for carrying the meat. If we consider their charge is too high, it may pay the colonies to subsidise a slow-going line of steamers, with a large carrying-capacity, which will carry the produce at lower rates. I think it was suggested at Brisbane that the tender-forms should be submitted to the colonies before they are dealt with. I still think we should have a voice in settling the tender-forms, and that they should be submitted to us. There is a year and ten months to spare, and that would give ample time to consider the terms of the contract. Under the present contract the steamship companies contract to carry letters only. I think our parcel-post should be included, and one of the conditions should be that they should undertake also, the carriage of parcels on the subsidy rate, instead of paying, as we do now, an extra charge for the carriage of parcels in addition to the large subsidy given to these steamship companies. As the report of the permanent heads has not been completed, I will not discuss the details of the proposed contract any further, but simply suggest that tenders be called for a renewal of the service for a period of,

say, five years more on the lines I have suggested. The details can be more fully discussed when the report of the permanent heads is before the Conference.

Then, the question being put, it was resolved in the affirmative.

*Resolved*, That the conditions be settled at this Conference upon which fresh tenders for the Federal mail-service are to be called.

#### NEWSPAPERS IN BULK PARCELS.

On motion of the Hon. Dr. COCKBURN (South Australia), seconded by the Hon. Mr. KIDD (New South Wales), *Ordered*, That the question of the number of newspapers required to be contained in bulk parcels be considered and reported upon by the committee of permanent heads of departments.

#### ADJOURNMENT.

Then, on motion of the Hon. the PRESIDENT, *Resolved*, That this Conference do now adjourn until 10 a.m. to-morrow.

Then the Conference adjourned.

THURSDAY, 8TH MARCH, 1894.

THE Conference met at 10 a.m.

#### PRESENT :

- New South Wales*: The Hon. JOHN KIDD, M.L.A., Postmaster-General.  
S. H. LAMBTON, Esq., Deputy Postmaster-General.  
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria*: The Hon. AGAR WYNNE, M.L.C., Postmaster-General.  
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia*: The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.  
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland*: The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.  
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia*: The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.  
R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.
- Tasmania*: The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand*: The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.  
W. GRAY, Esq., Secretary, Posts and Telegraphs.  
J. K. LOGAN, Esq., Telegraph Engineer.

#### PAPERS.

The Hon. Mr. WARD (Tasmania) laid upon the table,—

Return of the Tasmanian Telegraph Service, 1893.—*Ordered to be printed.* (*Vide* Appendix J, p. l.)

The Hon. Mr. KIDD (New South Wales) laid upon the table,—

Papers relative to Mr. Sandford Fleming's Pacific Cable Scheme, and Memorandum thereon by Mr. P. B. Walker, Secretary of Telegraphs, New South Wales.—*Ordered to be printed.* (*Vide* Appendix G, p. xxxi.) Also,—

A Letter from the Hon. Mr. Audley Coote to the Premier, New South Wales, relative to the New Caledonian Cable. (*Vide* Appendix G, p. xxxviii.)

#### CANADIAN-PACIFIC CABLE.

The Conference, according to order, resumed the adjourned debate upon the question, 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 Islands, Sandwich Islands to Vancouver; or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

Hon. Mr. WARD (New Zealand): I think it would be as well to proceed with this order of the day, and for Mr. Kidd to proceed with the debate upon it. We could afterwards deal with order No. 2—viz., "Consideration of report of permanent heads of departments."

Hon. Mr. KIDD (New South Wales) : Mr. President, the motion which has been submitted by you in connection with this question is almost in accord with what I was prepared to suggest to this Conference myself. I arrived at this conclusion with the aid of Mr. Walker, of the Telegraph Department of New South Wales, after going very fully into the scheme submitted by Mr. Sandford Fleming, and his and other schemes seemed to be of such an impracticable character that the only scheme we thought at all practicable was that submitted by yourself yesterday. The only difference was that we thought, perhaps, the cable between Bundaberg and Gomen Bay might be utilised, and that then Fiji and the north of New Zealand might be connected. We thought that might meet all the requirements of the colonies in connection with the Pacific cable. But the alterations suggested by yourself and partly approved of by the Conference yesterday would start it at Brisbane, or the other route would be to take advantage of the cables laid from New Zealand, and start it at New Zealand just in the same way, and taking up the same line as we would by going from Brisbane to New Zealand and on. There was a communication sent some time ago by the London Post Office, copy of which I have here, and there was a letter addressed to the Secretary of State for the Colonies at Home, for the purpose of having it forwarded to the naval authorities, I suppose, in order that they might suggest a scheme; but what they submitted was very much on all-fours with Mr. Fleming's scheme. From Vancouver to Fanning Island, I think, is a distance of something like four thousand and odd miles, and they make a calculation that if the cable was taken that way it would cost twice as much as the ordinary cables would cost. Their estimate of it would be about £2,474,000, but they point out that it would necessitate a cable being manufactured of more than twice the substance of ocean cables generally. However, your proposal, sir, of course does away with the necessity for a cable beyond the ordinary size, therefore it will not be nearly so costly. And on inquiring into and discussing the matter we arrive at the same conclusion as you do yourself, with the only difference that we thought we might take advantage of the cable already laid between Bundaberg and New Caledonia, and branch them in a similar way as has been done in connection with other cables, which would reduce the distance to 6,751 miles. There, however, seems to be such a strong feeling against having to do with the French company, that your proposal, as worked out by your department, seems to be the best one. I have therefore much pleasure in heartily supporting the resolution submitted by you, Mr. President. I would like to lay on the table a report on the proposal of Mr. Sandford Fleming, which I think proves the position we have taken up in adopting the proposal submitted by yourself to be the proper one. I hope honourable members will approve of this report being printed, together with the other documents before this Conference. I also submit a map setting forth the line suggested, also the schemes formulated by Mr. Fleming. There is also a letter here from the Hon. Audley Coote, which is full of information, but of course I would treat Mr. Coote's proposals in much the same way as I would Mr. Fleming's, for the simple reason that they had evidently a personal object to serve in framing such proposals. However, I do not think we can have too much information of a character which would justify us in the conclusion we have arrived at, so with the consent of the Conference I would submit both Mr. Sandford Fleming's and the Hon. Audley Coote's letters, and move that they be printed.

Hon. Mr. WYNNE (Victoria) : Mr. President, I have to say that, as regards our own colony, we are fairly well served, or rather we are well served, by the present system, but this is capable of carrying a much larger number of messages than at present sent, but if all the colonies agree to this scheme through British territory, and the Imperial Government and Canada agree to pay their proportion, I am quite safe in saying our colony will join in and support the movement.

Hon. Mr. WILSON (Queensland) : I do not think I need say anything further than that I am in accord with the resolution suggested on Tuesday last, which was to the following effect :—

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 enter into a guarantee for a period of years to recoup the loss, if any, made by a company undertaking the laying of a Pacific cable, the cost of cable not to exceed £1,600,000, the interest chargeable on such amount to be 3 per cent.; office expenses, maintenance, &c., and amortisation fund to be computed at 4 per cent.; the maximum tariff to be at the rate of 3s. per word for ordinary telegrams and for Press telegrams 6d. per word to and from Great Britain and the colonies; and that the United Kingdom be asked to join in such guarantee.

I consider it would be better to leave the selection of the route to the Canadian Conference.

Hon. Dr. COCKBURN (South Australia) : Sir, in accordance with the custom adopted by previous representatives, the South Australian representative on this occasion will abstain from voting. Western Australia will, I also understand, do the same as her representative on previous occasions has done. Under these circumstances it is unnecessary for me to enter into any detailed criticism of the proposal submitted. I can only say that South Australia has every reason to be satisfied with the generous treatment accorded to her in the past by the other colonies in the matter of telegraphic communication with Europe, and I have every reason to trust that the same consideration that has previously animated the other colonies will in the future be extended to South Australia in recognition of her efforts in past days.

Hon. Mr. WARD (New Zealand) : It is unnecessary for me to avail myself of the right of reply, as it appears there is a general consensus of opinion on the matter. Of course, the representatives of South Australia and Western Australia have taken up the attitude that is to be expected from them. I am very glad to hear the Hon. Mr. Kidd express the opinion that it is not desirable for the colonies to have the communication between the Old Country by way of a French cable. I beg to move the motion standing in my name, and which has been seconded by the Hon. Mr. Kidd.

And the question being put, it was resolved in the affirmative, South Australia and Western Australia abstaining from voting.

*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 Islands, Sandwich Islands to Vancouver; or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

#### FUTURE FEDERAL MAIL-CONTRACTS.

The Hon. Mr. WARD (New Zealand) laid upon the table the report and recommendations by permanent heads of departments as to the terms and conditions of future Federal mail-contracts, which was as follows:—

#### REPORT AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS AS TO TERMS AND CONDITIONS OF FUTURE FEDERAL MAIL-SERVICE CONTRACTS.

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

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

The following were the amounts paid by the colonies for the year 1892:—

|                   |     |     |     |     |     |         |
|-------------------|-----|-----|-----|-----|-----|---------|
| New South Wales   | ... | ... | ... | ... | ... | £26,724 |
| Victoria          | ... | ... | ... | ... | ... | 26,363  |
| Queensland        | ... | ... | ... | ... | ... | 9,519   |
| South Australia   | ... | ... | ... | ... | ... | 7,608   |
| Tasmania          | ... | ... | ... | ... | ... | 3,460   |
| Western Australia | ... | ... | ... | ... | ... | 1,326   |

We recommend:—

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

2. The following to be the principal conditions:—

- (a.) That alternative tenders be called for five or seven years.
- (b.) That greater regularity in the time of the arrival of mails be insisted upon, as under the present arrangement of slow and fast vessels the equal weekly interval is destroyed.
- (c.) That the time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days, *or such lesser time as tenderers may offer*.
- (d.) That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Freemantle or Albany both ways, the outward steamers to stay at that port not less than six hours.
- (e.) That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian Colonies or any of them.
- (f.) That in any future contract the term "mails" shall be held to include parcels, but the parcels to be conveyed wholly by sea as at present.
- (g.) That the steamers call at Colombo both ways.
- (h.) That it should be a condition of the new ocean mail-contract that the steamers should be required to afford conveniences for the carriage of frozen meats, butter, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same, *and that tenderers shall state what cold-storage space they will be prepared to supply, having due regard to the requirements of each colony*.
- (i.) That the other general conditions of the present contracts be adopted.

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

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

5. That the day of departure from Adelaide be *Thursday, not later than 2 p.m.*, reaching Albany in 72 hours. (Queensland and Western Australia dissenting, favouring Saturday.)



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

We deem it proper to mention that the words in italics comprise alterations made by Ministers in the draft conditions submitted by us to the Brisbane Conference, and we have therefore considered that it would be out of place on our part to disturb them, with the exception of the one relating to the day of departure from Adelaide, which, in the interests of all parties should, in our opinion, be Thursday, in lieu of Saturday.

W. GRAY, Chairman.  
S. H. LAMPTON.  
JAMES SMIBERT.

CHARLES TODD.  
JOHN McDONNELL.  
R. A. SHOLL.

The Conference then proceeded to consider the report, paragraph by paragraph.

Paragraph 1 read and agreed to.

Paragraph 2.

Subsection (a) read.

Hon. Mr. WYNNE (Victoria): I suggest the term should be "five" years in the new tenders, as larger and faster boats are being built every year; and for that reason it would be a mistake to allow too long a term. I move that the term be "five" years.

Hon. Mr. PARKER (Western Australia): I think, if tenderers were bound to "five" years, the subsidy asked would be considerably more than if the term were "seven" years.

Hon. Mr. WYNNE (Victoria) withdrew his motion.

Subsection (a) agreed to.

Subsection (b) read and agreed to.

Subsection (c) read.

Hon. Mr. WYNNE (Victoria): I suggest that, instead of fixing a time, tenderers should be required to state the time they would deliver the mails in. The colonies could get them delivered in less than thirty days, probably in twenty-eight or twenty-six days, and that would make a great deal of difference in the cost.

Hon. Mr. PARKER (Western Australia): I think the wording of the resolution is ample to cover what was intended.

Subsection (c) agreed to.

Subsection (d) read.

Amendment proposed. In line 6, to omit "that port," and insert in lieu thereof "the port of call." (Hon. Mr. Wynne, Victoria.)

Amendment agreed to.

Subsection (d), as amended, agreed to.

Subsections (e) and (f) read and agreed to.

Subsection (g) read.

Hon. Mr. PARKER (Western Australia): If Colombo were omitted from the contract, two or three days' time would be gained.

Hon. Dr. COCKBURN (South Australia): I support the clause, as there are certain advantages to be gained in the matter of trade between the Australian Colonies and India. At present there is a considerable trade in wines and copper, and we are endeavouring to extend the butter trade. There is also the advantage of the mail-service fitting in with the Eastern mail-service, and if the vessels did not call at Colombo that could not be done. The saving of time in not calling at Colombo is not sufficient to counterbalance the advantages I have named.

Subsection (g) agreed to.

Subsection (h) read.

The Hon. Mr. KIDD (New South Wales) moved, and the question was proposed, That subsection (h) be struck out.

Hon. Mr. KIDD (New South Wales): I am of opinion this clause should be omitted for the simple reason, as already stated by the Hon. Mr. Wynne, that in their own interests the steamship-owners would make all the provision they possibly could to carry out the desire of the colonies in the matter. If the company securing the mails had to make the provision required, the outside companies would simply do the same. If trade is to be obtained we would soon find shippers and others providing slow-going steamers that could more effectually overtake the trade than by putting in the conditions alluded to in the proposed tenders for the carriage of the mails. It would be a very great mistake to interfere in any way in this matter, or to make it a condition, because it is not right that the Postal Departments of the various colonies should have to bear the burden of anything in connection with a trade of the kind. The colonies would be charged a very much higher subsidy if they let a tender with a condition of the character mentioned than what they would under the present conditions of contract. I might state that my Government is very much opposed to any condition of the kind being inserted in any of the mail-contracts. It has been pointed out already at the Conference that if they could get vessels like the "Gothic" to come to New Zealand, where there was a large amount of trade, what is there to encourage such vessels if they gave a subsidy to one particular line. It has been explained to me that, although one voyage might not pay the owners for sending a large steamer like the "Gothic," the encouragement is sufficient without a subsidy, as it is considered the business will so enlarge that all these steamers would be continued. If a company would send a steamer like the "Gothic" without any subsidy, we shall have a good many "Gothics" sailing to the colonies to pick up the trade in the same way. This trade is growing in New South Wales; and vessels will have to pick up what they

can get in Sydney, Melbourne, and Adelaide, without encumbering the mail-service with any such conditions. I will be very glad if the Conference sees the matter in the same way as I have put it, and omits the clause altogether.

Hon. Mr. WYNNE (Victoria): I cannot agree with the Hon. Mr. Kidd with reference to this matter. I think he must have misunderstood me yesterday. When I was referring to the steamer "Gothic," I was referring to the frozen meat, and I think as the frozen-meat trade increases in the Australian Colonies large steamers will be put on to take it away; but with reference to the butter, which has only a value if it arrives in England regularly and at certain seasons of the year, I think it is absolutely necessary that we should insist on steamers carrying that, and it does not seem that it can be done in any better way than by mail-steamers. They cannot probably provide the large space required for thousands of carcasses of frozen mutton, but they can provide storage space for five or six tons of butter, and that is the produce for which there is the greatest necessity to carry quickly. I do not think myself that it would cost anything extra, or very little extra, to insist upon this clause being in the contract. And the Hon. Mr. Kidd says, "Leave it to the companies themselves." I think it is a mistake when we, at any time we enter into a contract to do a certain thing, ask the other party to do something of their own free-will. It seems to me, if we want our produce carried, it is better to say we want it carried, and, if necessary, we are prepared to pay something extra for it, though I doubt if we will be called upon to pay anything extra. The whole of the companies have refrigerating space on their steamers, and it is to their interest to fill it up; and if it is part of the conditions of their contract that they are to carry so much produce, they will in addition probably put on other boats to carry it. I think, therefore, as it is absolutely necessary that space should be provided to take our produce Home, that it would be as well to insert this clause in the agreement. I do not think there would be any objection to it, because last year this very same clause was discussed and there was no objection.

Hon. Mr. KIDD (New South Wales): I understood you to disagree to it yourself.

Hon. Mr. WYNNE (Victoria): I say, with reference to the "Gothic," that I do not think it would pay any steamer like the "Gothic" to go to Adelaide, Melbourne, or Sydney to take a few hundred tons. Whereas we can start our industry if we have some means of shipping the produce, therefore we should ask them what space they would provide, and the price. What objection there is to that I cannot see. I strongly urge that that should be put in the contract, and I strongly urge the retention of this clause.

Hon. Dr. COCKBURN (South Australia): I trust the Conference will retain this clause. I think the carrying of produce is second in importance only to the carrying of mails. There is no doubt that cool-storage is becoming every day a more essential condition for the carrying of our produce to the larger centres in every part of the world. Look at what the butter alone is doing for Australasia and will continue to do for Australasia. I consider, in view of that industry alone, it is most desirable to retain this clause. At present the butter is carried at—I do not like to say exorbitant rates—but there is every reason to believe that if a clause of this sort is inserted the present rates will be reduced; and even a very small reduction will be a great boon to our producers generally. The arguments used by the Hon. Mr. Kidd against the retention of this clause, to the effect that direct commercial enterprise would meet the requirements, might with the same effect be applied to the carriage of mails generally. As the Conference does not consider that policy applies to the one, I trust, also, the Conference will not apply it to the other. As the Postmaster-General of Victoria has stated, the clause was agreed to at the last Conference in Brisbane, and it is of no less importance now. The importance of the matter is growing day by day, and I trust the clause will be retained.

Hon. Mr. PARKER (Western Australia): Unfortunately, if the steamers did provide the cool-storage required, the colony I represent would not be able to take advantage of it for years to come, therefore I have no particular interest in the question. I recognise that we are here not simply to represent our own particular colonies and our own more selfish views, but to advance the interests of Australasia generally. In that view, and bearing in mind the remarks made by my honourable friend Dr. Cockburn, as to the advantages of increasing the commercial conveniences for carrying our commercial products from Australia to the Mother-country and to Europe, even supposing Western Australia has to pay a small increased subsidy, still I consider it advisable to support the proposed clause in the interests of Australasia generally.

Hon. Mr. WILSON (Queensland): I am in the same position as the representative from Western Australia, and I am anxious that the subsidy should not be increased by the addition of this clause. Queensland could not take any advantage of the clause, neither would she, under the circumstances, like to pay a higher subsidy than she is doing at present. I think that the clause might go through as it stands, because it is very important that mail-steamers should offer accommodation of the kind. The Queensland people employ their own steamers, and send their meat independently. They have a contract with the British India Company, and they will probably enter into a similar agreement shortly to the same effect as proposed in this clause with that company.

Hon. Mr. KIDD (New South Wales): In reply, I may state that the proposal is rather an innovation in mail-contracts. The subsidy is fixed on the basis of population, and if Queensland is going to be so generous as to give in proportion perhaps twice the amount of the present subsidy to enable frozen produce to be carried, it shows her generosity to be beyond what the generosity of the other colonies generally is.

Hon. Mr. WILSON (Queensland): We are not going to do so.

Hon. Mr. KIDD (New South Wales): I wish to mention that hitherto Tasmania has had the lion's share of the monopoly with regard to the accommodation necessary for her fruit, but if the clause is going to be inserted I think we shall have to alter the basis of subsidy and place each colony on the same footing, and make all pay in proportion according to the amount of storage they each occupied in the mail-steamers. I cannot see for the life of me how we can take any other course; because if, in

calling for tenders, we are going to ask them to make provision for the carrying of butter, or frozen meat of any kind, then the Colony of Tasmania and the Colony of Victoria should pay more. Of course, I can understand my honourable friend Mr. Wynne so warmly supporting the clause, because Victoria is able to use about double the space New South Wales has been able to use; but I do not say that is going to last very long. The position I have taken up with regard to the question is that it is more far-reaching than what I at first thought. At Brisbane the subject was brought hurriedly forward by the President, the Hon. Mr. Ward, and, strange to say, of course he has no interest in the matter whatever, neither has he any interest in it now. He is the representative of Tasmania at this Conference, and no doubt will support this resolution. One can easily afford to be broad-minded when they have not to pay for it. No doubt the clause will be carried, and I can only enter my protest. Further than this, I consider that it will be necessary to revise the subsidy altogether. The Imperial authorities are not likely to agree to pay 50 per cent. more on the £95,000 they are paying now for the purpose of enriching the producers in two or three colonies at the expense of the other colonies and the Imperial authorities. The subject has a far wider range than what I at first thought of at Brisbane. I thought it was a very wise thing to get the companies to make as ample accommodation as possible for the carriage of the frozen produce of these colonies. The exportation of frozen produce has become such a large thing now that I think we should not hamper our mail-contracts with any conditions, stated or implied. I might point this out, that Tasmania and two of the other colonies are likely to use the accommodation beyond their fair share; and, in connection with the subsidy, their portion of the subsidy will have to be allowed to count to cover the expenses necessary. It is not likely that Queensland is going to give anything to benefit Tasmania. Queensland is undoubtedly the most hard-headed of any of the colonies. You can never get any advantage from them. They will agree to this, but they will take very great care not to be a party to paying anything beyond what is absolutely necessary to carry the mails. England will not and could not agree. As I pointed out before, the business is becoming so great, that I can see in the future we will require a good many "Gothics" to take the produce away from New South Wales alone. One company in the valley of the Hunter is now treating 600,000 sheep per annum, and we have to get rid of something like ten millions. We have to get rid of our surplus produce, and that will require a great many liners like the "Gothic" to carry the produce away from Sydney alone; therefore it would be too paltry a thing to put this clause into a mail-contract which would only carry a very small portion of the produce we shall have to send away. The shipping companies will find it to their own interest to carry as large a quantity of produce as they can find space for. I must enter a strong protest against this portion of the clause being adopted by this Conference.

Hon. Dr. COCKBURN (South Australia): I think the last speaker has over-estimated any increase which is likely to be required from the subsidy on account of this clause being inserted. If I thought that the colonies which would avail themselves of any benefits would be required to pay more than otherwise would be required from them, I would not support the clause. Can any one say that the vessels tendering for a mail-service would not be up to date? If not, they would not be fit to carry our mails; and, being up to date, they would have a large amount of cool-storage.

Hon. Mr. KIDD (New South Wales): If you are satisfied why make a condition?

Hon. Dr. COCKBURN (South Australia): Because we can make better terms acting here in Conference. We know what we are doing, and it places us in a more advantageous position making an agreement. I am sure there is no feeling amongst the representatives voting for this clause that it would considerably increase the subsidy. If there were I do not think they would support it. I think, as a matter of business, the contracting companies will know their friends and accept the position. It is far easier for the delegates assembled here, in dealing with the question, to ascertain exactly the terms upon which they can get their produce carried, and afterwards they can make their arrangements accordingly, and by inserting this clause we can probably arrange a little earlier than we could in the ordinary course of business. It is purely a business affair, and I am sure any steamers carrying our mails will provide ample storage-space for their own interests, because if they did not they would know what the necessary result would be. Then, it will enable us to have definite information before us. I am sure the Conference will agree that the honourable gentleman who has brought the matter forward would be the last, with myself, to hamper the colonies with any unnecessary expense.

And then the question being put, That subsection (h), proposed to be struck out, stand part of paragraph 2, the Conference divided, and the votes were taken down as follow:—

*Ayes, 5.*

Victoria  
Queensland  
Western Australia  
South Australia  
Tasmania.

*Noes, 1.*

New South Wales.

So it was resolved in the affirmative, New Zealand abstaining from voting.

Subsection (e) read and agreed to.

Paragraphs 3 and 4 read and agreed to.

Paragraph 5 read.

Amendment proposed. To omit "Thursday," in line 1, and insert in lieu thereof "Friday if possible or, if not, Thursday." (Dr. Cockburn, South Australia.)

Hon. Mr. PARKER (Western Australia): I regret to have to ask that this recommendation be not approved. It will be observed that, if the steamers leave Adelaide on Thursday, they will reach Albany on Sunday morning. Although the time is stated to be seventy-two hours, as a rule they run about sixty-eight or seventy-two hours, therefore these steamers will probably reach Albany on

Sunday morning at 11 o'clock, and Sunday at Albany will be thus turned into a week-day. The hotels would necessarily be open to enable passengers by steamers to obtain refreshments, &c. It is obvious also that we shall have to run trains to Albany on Sunday, as we cannot allow mails to lie a day or two at that port. Then the Customhouse officials will be employed during the day examining and taking charge of luggage and merchandise which arrives by steamers. The Post Office officials will also necessarily be employed; and passengers, unless the telegraph-office is opened—which it is not, at present, on Sunday—will not be able to communicate with their friends in the neighbouring colonies; steam-launches will have to be at work; and, in fact, Albany will be without a Sunday if steamers are allowed there, as it is proposed. I think the other colonies concerned will see that in the interests of Western Australia, and in the interests of the people residing at Albany, it is very undesirable to turn the Sabbath into a week-day, and take away entirely the only opportunity the officials have of taking a rest, making Albany absolutely a town without a Sabbath. At present, the mails leave Adelaide on Wednesday, so that they arrive at Albany on Saturday; but, as far as I can say, it will be a matter of indifference to our colony as to which day the mails arrive, so long as it is not a Sunday. We are perfectly willing to sacrifice the Saturday afternoon—the half-holiday usually given to officials—to look after passengers, mails, and merchandise, but we certainly must enter a strong protest against having these steamers arriving on Sunday. The steamers arrive at Brindisi on Sunday—and I have been there on several occasions when coming out from London—and Brindisi is practically without a Sunday at all. When the P. and O. steamers are there, the hotels are open, the market-places are open, all the officials are about, just the same as on a week-day; and it seems to me that, if the steamers are to call at Albany on Sunday, that day will be treated in the same way as it is at Brindisi. I hope, therefore, in the interests of Western Australia, that the members of this Conference will kindly consider this question, and name any other day than Thursday for the departure of mails from Adelaide.

Hon. Mr. WILSON (Queensland): I thought this matter had been arranged at the last Brisbane Conference. I find it says here "that the day of departure from Adelaide be Saturday, not later than 2 p.m." That day suits us very well, but we would even agree to Friday. If Thursday is inserted we shall have to make up our mails on the Sunday, which would be very inconvenient. Now if our mails leave Brisbane on Monday evening, at 6.25 p.m., they reach Sydney at 11 o'clock next night, and leave again on Wednesday, at 5.15 p.m., arriving at Melbourne on Thursday, at 11.45 a.m., and Adelaide on Friday. It would be too late for the Adelaide mail if Thursday were the day of departure, but it would be in time supposing Friday was agreed to. On behalf of Queensland, I must object to Thursday. I would not object to Friday, but I prefer Saturday.

Hon. Dr. COCKBURN (South Australia): Saturday was inserted at the last Conference at Brisbane, but Thursday was recommended in the first instance and agreed to. There are grave reasons against Saturday. The time of arrival of the mails in England at present allows of replies being sent from provincial centres. That is a matter of importance, not only to the English people but to the great mass of our own people and producers generally who are trying to open up a trade in other centres than London. The mail leaving Adelaide on Wednesday or Thursday enables replies to be sent; Saturday will not, even allowing for the accelerated pace of the service. Wednesday or Thursday will meet this requirement, possibly Friday. I think I recognise the force of the statement made by the Hon. the Colonial Secretary of Western Australia, and I do not know whether if we put it in optional for Friday how that would do. I am sure that we are anxious to meet one another as far as we can, and I understand that Friday will suit the colonies generally. The chief point is what I have already expressed, that it will not be in time to get the replies from provincial centres in England, which I think we should recognise. Of course there is this to be said: that an accelerated mail-service may meet this difficulty. That of course could only be ascertained when the tenders are in, and I would suggest, therefore, that when the tenders are in this point can be considered by the Imperial authorities. If we have not then the material to settle the question we might make it optional for Thursday or Friday, and then possibly Friday would be fixed. Saturday throws replies absolutely out in the provincial centres, and dislocates the English service. I would suggest Thursday or Friday, if possible Friday.

Hon. Mr. KIDD (New South Wales): I understand that Friday will suit us just as well as Thursday, only for the reasons stated by the Hon. Dr. Cockburn—viz., that there would be no time for the replies, and the Imperial authorities would not be likely to agree to it. We want them to agree to what would be reasonable; and I think if the day of departure were put off a day in Western Australia they might have their Sunday on Saturday occasionally, when the mails are being made up. I suppose every one likes to have their Sunday. It makes no difference to New South Wales, and the objection to Thursday would apply to Queensland only. I would not like to deprive my honourable friend Mr. Parker of his Sunday by any means, but it makes no difference whatever to us in particular, as Friday will suit just as well as Thursday. If the Imperial authorities can see their way to comply with it, we may as well have it Friday as Thursday.

Amendment agreed to.

Another amendment proposed. To omit, in the same line, the word "later," and insert in lieu thereof the word "earlier." (Hon. Dr. Cockburn, South Australia.)

Hon. Dr. COCKBURN (South Australia): I would like to make a suggestion. I see the words are "not later than 2 p.m." I think, if the Conference is willing, it would be very much better to insert the words "not earlier than 2 p.m." I have been asked to press for a later hour, but I feel there is a difficulty in getting a later hour, because I know the difficulty Western Australia is in the matter. A later hour than 2 p.m. would enable the mails to reach Albany in time. I ask that the clause be recommitted, with a view to inserting the words "not earlier than," in lieu of "not later than."

Amendment agreed to.

Paragraph 5, as amended, agreed to.

Paragraph 6 read and agreed to.

The Hon. Dr. COCKBURN (South Australia), seconded by the Hon. Mr. WILSON (Queensland), moved, and the question was proposed, That the following new subsection be added to paragraph 2, to stand as subsection (j) :—

(j.) Tenderers to state what class of labour they intend to employ in their vessels, and that a recommendation be made to the Imperial authorities that mail-steamers should be manned by white crews.

Hon. Dr. COCKBURN (South Australia) : Sir, I have a matter which I think will come in at the end of clause 1. I mentioned it at an earlier stage, and I do not think it is necessary to allude further to it now. The clause I propose is : "That tenderers shall state what class of labour they intend to employ on their vessels, and that strong representation be made to the Imperial authorities that vessels be manned by white crews." I shall not say more at present, but I think there is a feeling in this Conference that this would be most desirable in the interests of the colonies and of the British Empire. Anticipating, therefore, that the matter will be agreed to without long debate, I shall move the motion.

Hon. Mr. KIDD (New South Wales) : I think, if Dr. Cockburn would confine his clause to the first portion of it, that ought to satisfactorily cover all that he requires. My honourable friend suggested to me yesterday that the first portion of the clause would be sufficient. Of course, you could do this when the tenders are being considered; then you could state whether or not the labour is of a character such as you desire. I do not think it would be very satisfactory to pass the clause in the way it is drafted.

Hon. Dr. COCKBURN (South Australia) : Perhaps I have worded it a little too strongly, but I think it is as well that we should acquaint the authorities in England with our views on the matter, otherwise they might be at a loss to know what we meant by inserting the clause in the tenders called for. It is simply a recommendation, and I can only understand the authorities taking one view of the matter. I think they would express themselves more strongly than Australasia, because the British Empire is very strongly interested. I think, therefore, it would on the whole be better to express our views to the Home authorities.

Hon. Mr. WARD (New Zealand) : I agree with the Hon. Dr. Cockburn. I think that in subsidising these steamers as we do, we are justified in pointing out to them that our vessels should be manned by white crews. In view of the fact that these steamers are now being built and adapted for the purpose of converting them into armed cruisers, it is the more desirable they should be manned by white crews. This is nothing further than a recommendation. I look upon it as most desirable that all the colonies should know what class of crews it is proposed to have.

Hon. Mr. WILSON (Queensland) : I may mention that, five years ago, in our contract with the British Indian Company, it was accepted by the company that the vessels should be manned by white crews. I think it is highly desirable that we should place this recommendation on record, in order that, if possible, a new arrangement should be come to.

Hon. Mr. WYNNÉ (Victoria) : A deputation of members of Parliament and others waited upon me in Victoria in reference to this subject, and I promised to bring the matter before the Conference. I think the only thing is to make a recommendation to the Home authorities, and, of course, they may make objections, if they think fit.

Hon. Mr. PARKER (Western Australia) : I think this is a simple recommendation to the Home Government that, if steamers will employ white labour, the colonies will be prepared to pay a small increase; and that, if the colonies find that this white labour cannot be employed upon the steamers without a large increase of subsidy, we should not be prepared to pay such large increase.

Then, the question being put, it was resolved in the affirmative.

The Hon. Mr. KIDD (New South Wales) moved, and the question was proposed, That the following words be added to subsection (h) of paragraph 2: "That alternative tenders be invited, requiring tenderers to name a subsidy with or without the stipulation proposed in clause (h)."

Hon. Mr. KIDD (New South Wales) : I might, before we leave this matter, move a new clause, bearing upon the clause we have just agreed to—namely, clause (h). I do that for the object of ascertaining what additional subsidy they think they would require to make the provision asked for in the clause we have agreed to. Then it would be a very easy matter, if we put it in that way, to find out if it would be accepted with the stipulation contained in that portion of the clause we have agreed to. It would be easy enough then to readjust the subsidy required by the several companies. That is my only object in moving this resolution.

Hon. Mr. WARD (New Zealand) : I will second the resolution, as I am bound to say I see no objection to giving tenderers the alternative suggested in the resolution.

Hon. Dr. COCKBURN (South Australia) : At first sight it did seem as if no objection could be offered to the Hon. Mr. Kidd's amendment, but on thinking the matter over I am not altogether sure about it. There is danger. As the time for answering the call for tenders approaches it might be evident to the companies that in any case they would secure the contract, and naturally they might prefer tendering for one thing instead of for two.

Hon. Mr. WARD (New Zealand) : They would tender both ways, I should think.

Hon. Dr. COCKBURN (South Australia) : Yes, they might; but if they were masters of the situation they would be masters on such terms as would be easiest for themselves. In that case they would send in a reasonable tender for the mails, and a prohibitive tender for mails and freight. I am afraid it would work out in that way, although at first sight the proposal seemed free from objection. If other tenderers were in the field they would send in the same tender, both for the mails pure and simple, and for the carriage of produce. If they were in the field alone, they would perhaps charge what they liked for cool-storage and not care to bind themselves to any scale of rates. They might say, "Let us get it on the terms most advantageous to ourselves and give us a

free hand"; and if there are no other tenderers in the field, they could secure it at once, and they could put on so many thousands extra for the stipulation for produce—altogether an undue proportion for the stipulation—which would place the colonies in the unfortunate position of having to accept the tenders for the mail-service only. I think this should just be an ordinary matter of business, and, therefore, I shall have to oppose the new clause.

Hon. Mr. WYNNE (Victoria): I rather liked the idea at first of alternative tenders, but, on consideration, I think if we keep it the way we have it now it will not cost us so much to carry our produce. I might explain that in our colony I think tenders were invited for parcels-post, and when the contractors had an opportunity of charging separately they put on an extra sum for parcels, but when the two were amalgamated they were actually carried for less than the letters were carried at before. I believe there are eighty or ninety steamers in the world with refrigerating space, and they will probably see it is their business to carry the mails cheaper on account of having the opportunity of filling up the space with frozen produce. I think if we give them the opportunity of making two offers they will add a considerable sum for carrying frozen produce; whereas if it goes with the mails they will not charge anything extra whatever. In putting these alternative tenders in they will say, "If there is no market for the produce the people will not pay us for it;" and they will then, probably, put on a large sum for carrying the produce under the mail-contract, whereas mails and produce going together will be carried at a less rate than we now pay. I agree with the Hon. Dr. Cockburn in this matter.

Hon. Mr. WILSON (Queensland): I shall support the resolution of the Hon. Mr. Kidd. So far as Queensland is concerned, she will not know what the increase in the subsidy is likely to be, but if there is any increase in the subsidy on account of cooled meat being carried by these steamers, of course she will take her fair proportion of it. We may have to come back to the carriage of mail-matter by weight. However, if there is any increase of subsidy in consequence of this proposal, we do not agree to pay it. Therefore, I think the resolution in favour of inviting alternative tenders should be agreed to by the Conference.

Hon. Mr. KIDD (New South Wales): Mr. President, In reply, I may say that I think the reasons that have been given for opposing this resolution are not based upon reasonable grounds, to my mind, because if the contracting companies that are likely to tender for the carriage of our mails agreed to give any provision for cool-storage—if they are likely to be in the position to impose upon us by tendering at a higher rate than that which they should be able to carry the commerce for, and to provide the conveniences—I think they are more likely to take advantage of the cost we put into the alternative. They have no necessity for making provision for cool-storage unless what suits their own purpose. What the Hon. Mr. Wynne referred to is due more to the depression in the colonies generally than to the desire of the contractors to get the work. They have been carrying the parcels-post for us just the same as before; but that is due more to the competition induced by the pressure of the times than to the carrying of the mails. Instead of having to pay more since the introduction of the parcels-post, we have had to pay less. That is not because the parcels-post is included, but because of the keener competition for the carriage of the mails. I would like to point out this anomaly: We are altering the conditions with regard to the Mother-country, in the subsidy that they are asked to pay. We say, "We are going to weigh the mails coming from England, and we are going to charge you a proportion of the subsidy"; but on the mails sent from the colony the difference should not be charged against the Imperial authorities for the difference in weight. Are they not likely to take very strong objection to us if you put on a restriction like that? Hitherto they have been paying £95,000, and by that report of the permanent heads it is not enough, therefore we are going to have the mails weighed. I want to show that the Imperial authorities would be more satisfied, I think, if my resolution were carried. They would say, "Very well, this is fair and just enough to tender for the same amount for the carriage of any produce in addition to the mails"; and, while I shall be very glad if we are going to hamper it by saying "If you want so much space we must charge you so much more," then it is not fair that we should charge the Imperial authorities with any portion of that which is for our own convenience and outside the question of mails altogether. I think you should agree to this resolution for the reason if there is going to be any large addition to the subsidy charged on account of the condition that they have to provide the colonies with that accommodation, it should be for certain of the colonies only. Why should we expect Queensland and Western Australia, that are not using that accommodation, to pay; and how can we arrive at what would be a reasonable price? We only want to pay for the services that are rendered to us in connection with this question. I hope the Conference will agree to this, as it is only fair and reasonable, and I think it will show the Home authorities that we are calling for tenders with the knowledge that ours is a growing trade, and I think it will be satisfactory to them.

And the question being put, the Conference divided, and the votes were taken down as follow:—

Ayes, 3.

New South Wales  
Queensland  
New Zealand.

Noes, 4.

Victoria  
Western Australia  
Tasmania  
South Australia.

It passed in the negative.

Then, the question being put, That the report as amended be agreed to, it was resolved in the affirmative, New South Wales dissenting. (*Vide Appendix D, p. xxiv.*)

Hon. Mr. WARD (New Zealand) said he had received a cablegram from the London Post Office, requesting that immediately on the terms of the Federal mail-contract being settled they should be cabled to London.

Hon. Mr. KIDD (New South Wales) : I think we should cable the matter we have just been discussing, as it is just as important as other matters.

SPECIAL ADJOURNMENT.

On motion of the Hon. Mr. WARD (New Zealand), *Resolved*, That this Conference, at its rising this day, adjourn until 10 a.m. on Saturday, the 17th March, and that they meet then in Auckland.

On motion of the Hon. Mr. WARD (New Zealand), *Resolved*, That this Conference do now adjourn.

Then the Conference adjourned.

## HARBOUR BOARD OFFICES, AUCKLAND, NEW ZEALAND.

MONDAY, 19TH MARCH, 1894.

The Conference met at 10 a.m.

Present :

- New South Wales* : The Hon. JOHN KIDD, M.L.A., Postmaster-General.  
S. H. LAMBTON, Esq., Deputy Postmaster-General.  
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria* : The Hon. AGAR WYNNE, M.L.C., Postmaster-General.  
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.  
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland* : The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.  
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia* : The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.  
R. A. SHOLL, Esq., Postmaster-General.
- Tasmania* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.  
W. GRAY, Esq., Secretary, Posts and Telegraphs.  
J. K. LOGAN, Esq., Telegraph Engineer.

APPOINTMENT OF ACTING-SECRETARY.

On motion of the Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. WILSON (Queensland), *Resolved*, That Mr. F. Hyde be appointed acting-secretary to this sitting of the Conference.

LETTER OF THANKS.

The Hon. Mr. WARD (New Zealand) : I wish to say that I have received a letter from Mr. Stowe, which was handed to me in Wellington, in which he desired to thank the Conference for appointing him as Secretary to the first Postal Conference held in New Zealand, which he esteems a high honour.

REPORT BY PERMANENT HEADS OF DEPARTMENTS.

The Hon. WARD (New Zealand), having laid upon the table the report of the permanent heads of departments, the Conference then proceeded to consider seriatim the various subjects contained therein. (*Vide* Appendix B, p. vi.)

OCEAN MAILS.

Subject 4 read.

Mail-train, Brisbane to Adelaide, Acceleration of : " We venture to suggest that the question of the acceleration of the mail-train between Brisbane and Adelaide receive further consideration, in connection with the following memorandum from the Sydney Post Office (see Appendix B, p. vi.), and we would also suggest that New South Wales should run a train from Albury to Sydney to connect with the Saturday night's express from Melbourne, so as to enable the Queensland portion of the mails to go forward to Brisbane without delay. If this is not feasible, it is suggested that the Victorian train should, on Saturdays, leave two hours earlier, the Sydney ordinary train to leave Albury on its arrival, in lieu of 2.45 p.m. as at present."



Hon. Mr. WILSON (Queensland): I would suggest that New South Wales be asked to take the necessary action in this matter, and perhaps, on its being gone into carefully, a further acceleration might be seen to be advisable, especially between New South Wales and South Australia. I hope that this will be done, because at present the mail arrangements between Brisbane and Sydney are very unsatisfactory. I need not go further into the matter, as the permanent heads are quite familiar with the whole subject, and have gone into it carefully, and I am glad to see that some acceleration will be made.

Subject 4 agreed to.

#### POSTAGES.

Subject 5: Paragraph (a): Division of postages between the United Kingdom and the colonies, read and agreed to.

Paragraph (b): Postages on newspapers to United Kingdom, read.

Hon. Mr. WARD (New Zealand): In regard to subsection (b) of this paragraph, this has not been the policy of New Zealand; but, as some of our newspapers are being surcharged by the London Post Office under the rates we have been charging, it appears to me that, in the interests of the posters, I am bound to the uniform system. I also desire to say I favour the London rate—that is, a minimum rate of  $\frac{1}{2}$ d. for 2 ounces. As, however, I cannot get that, I have, under the circumstances, to agree to the proposal which is made here.

Paragraph (b) agreed to.

Subject 6: Question of landing English mails in certain cases at Glenelg instead of Semaphore. Read and agreed to.

#### UNIVERSAL POSTAL UNION.

Subject 7: Convention and detailed regulations, Unimportant amendments to, during recess, of International Congresses. Read and agreed to.

Subject 10: Metric system of weights, As to avoirdupois equivalent for 350 grammes. Read and agreed to.

Subject 11: Sea surtax, As to charging of, by Italy. Read and agreed to.

Subject 12: Glassware, Transmission of samples of. Read and agreed to.

Subject 13: Demonetization of stamps, Question of uniformity of practice. Read and agreed to.

Subject 14: Registered letters, Acknowledgment of receipt of. Read and agreed to.

Subject 14 (a): Question whether the colonies might not fairly object to deliver English packets prepaid  $\frac{1}{2}$ d. whilst 1d. is levied in the colonies.

And the paragraph relating thereto having been read,

Hon. Mr. WARD (New Zealand) said: I desire to record my dissent from the recommendation contained in this clause. I do so because in this colony our rate is already a halfpenny rate, which conforms to that charged by England upon outward matter; and, in addition to that, I dissent from the recommendation, as I think the principle of foreign countries having a cheap rate to the colonies, such as this, is one that should be encouraged.

Hon. Dr. COCKBURN (South Australia): This seems rather a serious matter, and under the existing arrangements we are certainly placed at a great disadvantage. According to the report it appears that many people send their circulars not only to be posted in England at the halfpenny rate, but also to be printed there. We should remonstrate against this at the earliest possible opportunity. In addition to bringing the question before the next International Congress, we should make joint representations to the Post Office authorities in England on the subject, and I therefore beg to move, That this Conference, on behalf of the colonies represented, desires to make a joint representation requesting that the postage rate be raised from  $\frac{1}{2}$ d. to 1d., so as to bring it into uniformity with the rate charged on such matter despatched from the Australian Colonies.

Hon. Mr. WARD (New Zealand): That is the recommendation of the report.

Hon. Dr. COCKBURN (South Australia): That recommendation will be acted upon in about two years hence, and in the meantime we shall have the present unfair arrangement continuing. I certainly approve of the report; but still we should leave no stone unturned to obtain justice before the meeting of the next International Congress.

Hon. Mr. KIDD (New South Wales): I would like to point out that the rate charged by England is the Union rate, and that, as with New Zealand, they are acting quite within their rights. This doubtless entails a heavy loss upon the Governments in the various colonies; but I do not see how we are going to remedy it, unless we make representations urging that the penny rate be reverted to, and that this be the Union rate. At present a double injustice is being done to us, as is shown by the report. If the Hon. Dr. Cockburn would alter his resolution so as to read, that we submit this recommendation to the Berne Bureau that the rate be increased to 1d., and that we try at the same time to get the Imperial authorities to agree to this, pointing out how inconvenient this loss is, they might, I think, see their way to revert to the penny charge.

Hon. Mr. WARD (New Zealand): I would suggest the following addition to 14 (a): "and that a request be addressed from this Conference to the authorities of the London Post Office to assist the colonies in this respect."

Hon. Dr. COCKBURN (South Australia): I move, That paragraph 14(a) be agreed to, with the addition suggested by the President.

Hon. Mr. WYNNE (Victoria): I second that.

Hon. Mr. WARD (New Zealand): It is understood, gentlemen, that I dissent from this recommendation.

Amendment proposed: To add to the paragraph, "and that a request be addressed from this Conference to the authorities of the London Post Office to assist the colonies in this respect."



Amendment agreed to.

Paragraph 14 (a) as amended agreed to.

Subject 14 (b) : Rate for commercial papers. Read and agreed to.

#### PARCEL-POST.

Subject 15 : United States—(a) Exchange of parcels with ; (b) Report by Queensland of action taken. Read and agreed to.

Subject 16 : Cape Colony, Exchange of Parcels with. Read and agreed to.

Subject 17 : Sea-transit rates intercolonially. Read and agreed to.

Subject 18 : Uniform conditions of transmission of transit parcels for foreign offices. Read and agreed to.

#### POSTAL NOTES.

Subject 19 : Poundage on ; suggestion by Hobart that payee receive face-value when having postal note cashed, instead of having to affix stamps to the amount of poundage.

Paragraph read and agreed to.

Subject 20 : Exchange of postal notes between other colonies and New Zealand.

The paragraph relating thereto having been read,

Hon Dr. COCKBURN (South Australia) said,—I understand that there is no exchange of postal notes between New Zealand and Western Australia and the other colonies.

Hon. Mr. WARD (New Zealand) : No ; not between New Zealand and the Australian Colonies.

Hon. Dr. COCKBURN (South Australia) : I want now to speak with regard to the practice of each colony in relation to postal notes. When postal notes were introduced in South Australia we gave them a currency of six months, and at the end of that time they were not cancelled ; but, in order to be cashed, they required the payment of an extra fee. I should like to have the opinion of the members of the Conference on this point.

Hon. Mr. WARD (New Zealand) : That was formerly our practice also. Now ours are unlimited as to time of currency.

Hon. Dr. COCKBURN (South Australia) : Mr. President, that is the point. Although, at the time I thought this practice a good thing from a revenue point of view, still it appears to me that it greatly militates against the currency of these notes. As it is the object of most Post Offices that their notes should be used as far as possible in the place of cash, I should like to have the opinion of the other representatives as to what extent this practice of charging an extra fee of 3d. operates against the using of the postal notes in the place of cash by the people. The issuing of postal notes seems to be the beginning of a State bank of issue, which some of the Australian Governments are in favour of ; and, as I have already stated, I should like to have the opinion of yourself and the other delegates as to whether the extra charge made by most of the Australian Colonies in any way seriously operates against the notes being so used. I do not, however, intend to move in the matter, but I should like to know whether, in the interests of postal notes currency, the present practice should be continued. I myself am inclined to think the practice of New Zealand is the best.

Hon. Mr. WARD (New Zealand) : I should like to say I have given this matter of postal notes a very considerable amount of attention. The system which prevails in South Australia, to which reference has been made, was in existence here—that is, there was a limitation of currency while the note was renewed in the ordinary way. In this colony we have now changed the system. We now have an unlimited currency for our postal notes. The primary object is that they should be exchanged in the ordinary way, and they take the place of the ordinary bank-note for the time being. As long as it remains in circulation in that way people using it have the benefit of a State note. It is, I think, very desirable we should have this. We have fixed the maximum value of a postal note at £5, but we shall also issue £1 notes. I have no hesitation in saying they will be found to be of great convenience and considerable service to the public, and it will be very valuable to the Treasury. From any of the many points of view we like to look at it it is an advantage in the interests of the people generally, and a very proper thing for the Post Office to do. I should have been very pleased to have seen the whole of the colonies agreeing to the extension, and for an unlimited period. We are issuing 100,000 of these postal notes, and if necessary we shall increase that number from time to time as circumstances may arise.

Hon. Mr. WYNNE (Victoria) : It seems to me that the original idea of a postal note was to do away with money-orders which were issued from one place to another, and I think, if any country wishes to have an issue of paper-money, it would be better to do it directly—to have its State banks and issue their notes. But to my mind it is rather a mistake to convert postal notes into bank-notes. If you are-going to have an issue of bank-notes it should not be done through the Post Office, but through the Treasurer, or some department which has charge of it. I think it is advisable to have a limit for postal notes, to make them returnable in a certain time, as is done in the Australian Colonies, and to keep the note-issue quite distinct from the Post Office. I shall support the recommendation as it stands now.

Hon. Mr. WARD (New Zealand) : You have the disadvantage in not having the use of the Post Offices throughout the colony.

Hon. Mr. WYNNE (Victoria) : You could easily arrange that.

Hon. Dr. COCKBURN (South Australia) : What do you charge for a five-pound note.

Hon. Mr. WARD (New Zealand) : We will probably charge 6d., and my idea is that finally they should be issued free of commission. There is no reason why, later on, we should not issue intermediate notes.

Hon. Mr. KIDD (New South Wales) : I quite agree with the Hon. Mr. Wynne that if we are going to have a State bank—a bank of issue—we ought to have it in connection with the Treasury;

and not the Postal Department. Postal notes are intended for convenience in transmitting small sums. We do not intend it to abolish the money-order system at all. Beyond that at the present time we do not desire to go. We do not want these notes to go knocking about for six months; we prefer to have the time limited. So far we have been very successful. We do, I think, an enormous amount of business, and we are very well satisfied with the system as it is. Beyond that, to issue postal notes up to £5, or to issue them for the purposes of circulation, I am not prepared to go. I shall support the recommendation as it is.

Hon. Dr. COCKBURN (South Australia): I do not propose to make any alteration. My desire is to get a discussion on the subject, and I think the remarks that have been made are worthy of consideration. The practice of New Zealand is certainly worthy of consideration, if not of imitation. I shall not press the matter, but I quite agree with what has been said by the Postmasters-General of Victoria and New South Wales—that the Treasury is the proper department from which the bank issue should be started. We are anxious to take every step possible in that direction, but whether it is a possible step will have to be reserved for some other time. But, so far as South Australia is concerned, it will have the fullest consideration.

Paragraph agreed to.

Subject 21: United Kingdom, Exchange of postal notes with. Read and agreed to.

#### AUSTRALASIAN POSTAL CONVENTION.

Subject 22: Consideration of Convention generally. Read and agreed to.

#### TELEGRAPH AND TELEPHONE.

Subjects 23, 25, 26, 27, 28, 29, 30, 31, 32, and 33 severally read and agreed to.

#### ELECTRIC TRAMWAYS, LIGHT, AND POWER.

Subject 34: Regulations for electric light and power wires, Consideration of committee of experts' report.

The paragraph relating thereto having been read,

Hon. Dr. COCKBURN (South Australia) said,—I think this Committee has done very valuable work in connection with electric power, which is coming more into importance day by day. I move a vote of thanks, and that the committee be requested to complete their labours by reporting on electric tramways, and drafting regulations in regard to electric-power leads generally.

Hon. Mr. WILSON (Queensland) seconded.

The question being put, it was resolved in the affirmative.

Paragraph, as amended, agreed to.

#### MISCELLANEOUS.

Subject 35: Express messenger system and express companies. Read and agreed to.

Subject 36: Payment to masters of vessels for carriage of mails. Read and agreed to.

Subject 37: Reply-paid envelopes. Read and agreed to.

#### HOURLY-ZONE TIME SYSTEM. (*Fide* also Appendix I, p xliii.)

Subject 38: The Conference proceeded to the consideration of the hour-zone time system.

Hon. Dr. COCKBURN (South Australia) moved, and the question was proposed, That the resolution relating to the hour-zone system arrived at by the Brisbane Conference in 1893 be reaffirmed.

Debate arose thereupon.

Hon. Dr. COCKBURN (South Australia): This is a matter of very considerable importance, having so many varying times, and we should take what steps we can towards arriving at uniformity, or, at least, such a measure of uniformity as may be agreed to by the colonies. I would move that the resolution arrived at at the Brisbane Conference be reaffirmed. And perhaps I may be allowed to lay upon the table of Conference a minute addressed by Sir Charles Todd on this question. The honourable gentleman then moved the following proposition: That it is desirable, in the public interests, that the hour-zone system be adopted in a modified form, so that there shall be one time for Australia—viz., 135th meridian, or nine hours east of Greenwich.

Hon. Mr. WARD (New Zealand): I will second the motion, so as to enable it to be discussed.

Hon. Dr. COCKBURN (South Australia): We are all of one opinion. We want to assimilate as soon as we can. Possibly we can place the colonies in three groups. That will be a great step in advance, and perhaps is as far as the Conference will be disposed to go.

Hon. Mr. WYNNE (Victoria): I think, if we adopt one, the difference will be too great as regards some of the colonies—Queensland, and probably Western Australia. It will be better, to my mind, to adopt three meridians, having 150, 135, and 120, making the difference in Victoria about twenty minutes earlier than the present time. That really was the line on which it was discussed at the Brisbane Conference, although the resolution does not read the same way. The feeling of all the colonies, I think, is to bring out as near as possible the nearest line. Each colony has a different time, and it would be a great convenience to travelling and commercial people if we could reduce the great difference that exists at present. If something on the lines I have suggested were carried out, Queensland, New South Wales, Victoria, and Tasmania would have one time.

Sir CHARLES TODD (South Australia): South Australia, under the new arrangement, will only alter her standard time fifteen minutes, and Melbourne forty minutes.

Hon. Mr. WYNNE (Victoria): If we adopted the three, the extreme, of course, would be about half an hour. But the 120th meridian would have to be extended to the Western Australian border so as to have only one time for Western Australia. If we adopt the three zones, it would be eight hours for Western Australia, nine hours for South Australia, and ten hours for Tasmania, Victoria, Queensland, and New South Wales.

Hon. Dr. COCKBURN (South Australia): If Mr. Wynne will move that, I will withdraw my proposition.

The motion was, with the leave of the Conference, withdrawn.

Hon. Mr. WILSON (Queensland): I have prepared a resolution which would be taken as an amendment if Dr. Cockburn had pressed his. It is, "That it is desirable, in the public interests, that the hour-zone system should be adopted as far as practicable in Australasia; that the mean time be the 120th meridian in Western Australia, 135 in South Australia, 150 in Queensland, New South Wales, Victoria, and Tasmania, and 175 in New Zealand." The matter has been very carefully considered by the Government of Queensland, who had to send forward the resolution come to at the last Brisbane Conference, and Sir Thomas McIlwraith prepared an elaborate paper upon the subject, which I have already laid upon the table. That paper contains the arguments as far as Queensland is concerned. We came to the conclusion that we could not agree to the resolution as passed at the Brisbane Conference, the reasons for which have been stated. So far as Queensland, New South Wales, Victoria, and Tasmania are concerned, I think the 150th meridian would suit exactly. The time would be very little different from the mean time, and would do no violence to public opinion. I shall therefore move the resolution I have read. I may state also that I have prepared a Bill to lay upon the table next session in the terms of the resolution—that is, so far as Queensland is concerned. I shall be very happy to let any of the delegates who wish have a copy of that Bill, in order that similar legislation should pass in the other colonies simultaneously.

Hon. Mr. WARD (New Zealand): I am very pleased to see there is a prospect of uniformity being arrived at in the colonies. It is very satisfactory indeed, and I compliment Sir Charles Todd on the result of his efforts. I second the motion.

Then, the resolution of the Hon. Mr. WILSON (Queensland) having been put, it was resolved in the affirmative.

*Resolved*, That it is desirable, in the public interests, that the hour-zone system should be adopted as far as practicable in Australasia; that the mean time be the 120th meridian in Western Australia, 135 in South Australia, 150 in Queensland, New South Wales, Victoria, and Tasmania, and 175 in New Zealand.

#### PAPER.

Hon. Dr. COCKBURN (South Australia) laid upon the table the referrendum of minutes by Sir Charles Todd on the hour-zone time system. (Appendix I, p. xlv.)

#### RACING LOTTERIES.

Subject No. 39: Registered letters for promoters of racing lotteries: Should obstacles be placed in the way of registration?

The paragraph relating thereto having been read,

Hon. Mr. KIDD (New South Wales) said,—I do not know how New Zealand stands with regard to this, but Victoria, New South Wales, and South Australia have not only passed legislation to prevent the carrying of letters for the promotion of sweeps, but we have put the law into force. In fact, I cannot understand any colony passing any legislation, knowing the other colonies had already done so, in order to put down gambling as much as possible, and then sheltering themselves behind a resolution of the House, as Queensland has done. We all know resolutions of the House cannot take the place of an Act of Parliament, and the sooner they follow up that resolution in the Queensland House of Parliament by repealing the Act the better. Of course, I do not want to imply that it is for the sake of the money for postage that they do this; they have to say what it is themselves; but it does seem a very improper thing, after having legislation, and after all the other colonies have fallen into line, that Queensland should do nothing. It was found that New South Wales was the great centre of all these sweep operations. They passed legislation, and abolished them. After that they went to Queensland to shelter themselves. I do not think it is for the credit of the colony. I am sure the Hon. Mr. Wilson will admit that it is a bit of sharp practice to pass such legislation as this, and, as soon as they had passed it and carried it into force, wink at it by saying, "We will get a resolution passed setting that aside." I think the Hon. Mr. Wilson ought to make a promise of one of two things—that is, not to shelter themselves behind a resolution of the House, or to say he does not agree with the Act, that he will encourage the operations of sweeps, and that he is going to ask his Parliament to repeal the Act. If he will do that I will forgive him. It is a proper position to take up to say we are going in for uniformity. No one can but regret the enormous evil that is wrought by the gambling spirit of the colonies, and we should endeavour to keep it down. I do not think it right for one colony to take advantage of another. My predecessor did not care to do anything, but he took a proper course—he believed in the use of the Post Office for circulating letters in connection with sweeps; he did not see any harm in it. That was a proper attitude. I believed differently myself, and as soon as I came into office I kept the promise made, on the representation of the Victorian Government, and introduced a Bill as speedily as possible, and successfully passed it without any difficulty at all. If I had not carried out the law I should, I think, have been very much to blame, especially after Victoria had had the courage to pass the Act to prevent the Post Office being used for the purpose. I hope the honourable gentleman will be able to give me a promise.

Hon. Dr. COCKBURN (South Australia): I cordially indorse what has fallen from the previous speaker in regard to the general question. Of course, in regard to what has passed between the Governments of Queensland and New South Wales, I shall not dream of expressing an opinion. But I do think every Government should do all in its power to stop not only the registration of these letters, but even their transmission. If we could strengthen one another's hands, I think each of us, in our own colonies, would be able to act to better advantage in stopping this practice. I hope Mr. Kidd will move an amendment, and I suggest something to this effect: "That representations be sent from this Conference recommending our Governments, as far as possible, to put a stop to the transmission of letters for racing purposes." If you do so, I am sure there can be only one opinion. I cannot understand any objection to the general principle, but I think the

objection is in carrying out the detail. I shall be glad if my hands can be strengthened by some resolution showing that the delegates are alive to the evil, and that each will do all in his power to recommend his Government to introduce and enforce legislation.

Hon. Mr. WYNNE (Victoria): I also indorse what has been said. The Victorian Legislature, I think, was the first to move in this matter of putting down sweeps, and the promoters were driven from that colony to New South Wales. The Hon. Mr. Kidd introduced his Bill on similar lines, and has done all he could to stop these racing lotteries. I understand Queensland has similar legislation, but they do not enforce it. The colonies should march in line in this matter where there is such a consensus of opinion. I must assume that the opinion of the majority of Queensland people is in favour of putting down these sweeps, otherwise they would not pass legislation; and it seems to me to be a wrong thing that, where legislation is passed, it should be allowed to lie dormant in cases like this. Therefore I would urge the representatives of that colony to fall in line with the other colonies and put down this system, which the great majority of the people desire to see put down. It seems a rather sordid way to look at it, that, because there is a little revenue to be obtained by allowing these sweep-promoters to carry on their operations, they should be allowed to continue in one particular colony, when all the others are opposed to it.

Hon. Mr. WILSON (Queensland): I am in this position with regard to Queensland: During the last session of Parliament an amendment was proposed in Committee of Supply on an item in the Post and Telegraph estimates in order to obtain an expression of opinion as to the Postmaster-General carrying out the 49th section of the Queensland Postal Act relating to the prevention of sweeps. This amendment was negatived by 37 to 12, showing that the Assembly was not in favour of any action being taken. Of course it is very desirable we should have uniformity in these matters, and it is rather awkward that, Victoria and New South Wales having decided to put the law into force, the gambling agents should have come to Queensland to exercise full operations there. But I am placed in this position: that until the next Parliament meets, and until that decision can be rescinded, my hands are tied. The fact was I had the subject under consideration, and before I had come to a conclusion about it this matter was ventilated in the House. The papers had been placed in the hands of the Attorney-General for legal advice. But this question having been decided in the Assembly as stated, the Government considered nothing could be done until the next session; so that until next session I cannot promise that any alteration will be made. But it will be carefully considered, especially in view of the unanimous opinion that has been expressed at this Conference, and also in the direction of uniformity.

Hon. Mr. WARD (New Zealand): I may say that legislation in the direction of preventing sweeps has been in existence in this colony for a very considerable time. New Zealand was the first of the whole of the colonies to take action in this matter, and I am thoroughly in accord with it. I think every country should do its best to put down this gambling spirit, and, at any rate, to prevent the Post Office from being made the medium. We cannot, so far as our legislation is concerned, prevent the transmission of letters to any other colony, but we can prevent it in our own colony. And I think every colony should prevent the circulation of these letters. If they did this, the machinery now being used for the circulation of these letters would to a very large extent be rendered useless. Of course, many people can still carry on gambling without the use of the Post Office, but that is a matter which does not come under our control. I have very much pleasure in cordially supporting the views expressed by Mr. Kidd, and I hope my friend Mr. Wilson may be able to give effect to similar views in his own colony.

Hon. Mr. KIDD (New South Wales): I move, as an amendment, That the representatives at this Conference recommend their various Governments as far as possible to put a stop to the transmission and delivery of letters promoting racing lotteries. And I would just like to add that the explanation given by the Hon. Mr. Wilson does not at all improve his position. The House, by a large majority, advises the Government to take no heed of an Act of Parliament. Now, the Executive of a colony or any country is bound to carry out the laws of a country, no matter what resolutions may be passed by the Assembly. They cannot suspend the operation of any law. If the Executive has not the courage to carry out the law as it stands they should at once say so. I can understand a resolution being passed asking the Government to repeal an Act which is obnoxious to the people of Queensland. But it is about the first time such a thing has ever been done for a Government to shelter themselves behind a resolution, and say they must suspend the operation of a law. I know very often in our Assembly, in connection with the land-laws, people from country constituencies think the Minister for Lands can do just as he pleases. But, of course, he cannot. I do not know whether it was the Government that recognised the necessity of asking Parliament to pass that law, but now that the House of Parliament have passed a resolution asking that that law shall be suspended, I think it would be better to say, Let the people of Queensland decide.

Hon. Mr. WILSON (Queensland): The representatives of the people have decided.

Hon. Mr. KIDD (New South Wales): The representatives of the people have nothing to do with the laws in the statute-book. The Executive are sworn to carry the law out; it does not matter how obnoxious it is. As far as the Executive is concerned, the only thing is to ask the Government, by resolution, to repeal the Acts which are so obnoxious. I hope my honourable friend will see the necessity of enforcing the law, and tell the Assembly of his colony if they desire the law repealed they must say so.

Then, the question being put, That the representatives at this Conference recommend their various Governments, as far as possible, to put a stop to the transmission and delivery of letters promoting racing lotteries,

It was resolved in the affirmative.

Subject 40: Should any inquiry be made after non-registered articles? If so, should a fee be paid? Read and agreed to.

Subject 41: Postal Guide. Mutual arrangements to be made for insuring the latest information appearing in the respective quarterly Postal Guides of each colony. Read and agreed to.

Subject 42: Postal rates, Consideration of Mr. Henniker Heaton's proposal to the Chancellor of the Imperial Exchequer that Great Britain adopt the penny postage to Australia, the postage from Australia to remain as at present.

The paragraph thereon having been read,

Hon. Mr. KIDD (New South Wales) said,—I propose the adoption of this recommendation; and, to make it more clear, and to show the magnitude of the interests involved in connection with the reduction, I would like to put it in rather a different form. I will read it, Mr. President: "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 2½d. 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 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government." My reason for submitting it in this way is that a reduction to 1d. would involve so much more than we are losing at present. New South Wales loses something like £13,000 to £14,000 in the reduction from 6d. to 2½d., and I assume Victoria loses about the same. I understand New Zealand loses about £8,000. Altogether it would be fully £40,000 we are losing now by the reduction from 6d. to 2½d. But there is a more serious question than the simple reduction—namely, that, having a letter transmitted from Great Britain, and from the colonies to Great Britain, at a penny rate, we could not possibly keep up the twopenny rate within our own colonies and intercolonially. Then, if we agreed to a rate of 1d. within our own colony, it would mean a loss of something like £70,000 or £80,000. In Sydney and the centres of population we have, within a radius of thirteen miles, a rate of 1d. But to make it universal throughout the colony would mean a loss of £70,000 or £80,000. I suppose it would mean fully that too in Victoria, while the loss, including intercolonial postage, would come to the enormous sum of £250,000. Those who are agitating for a reduction of postage between Great Britain and the colonies do not dream of the loss it is likely to involve. At the time they reduced the postage to 1d. in the Mother-country they had a great population to serve, and comparatively a small territory. Here we have a sparsely-populated continent—taking the whole of the colonies, it is a continent—where the population does not amount to more than four millions. It is a little over four millions, I think, including New Zealand. Why people should agitate for the reduction I cannot understand, unless it is they wish to make themselves notorious. I certainly think they are not able to judge of the enormous loss that it would entail upon the colonies, and the bad effect it would have, if it were carried out as they suggest, of 1d. only from the Mother-country to the colonies. We have had a little taste of it in connection with the halfpenny rate. The Mother-country has no right to inflict what would undoubtedly be a great amount of inconvenience and dissatisfaction by adopting the penny rate from herself to the colonies, unless the latter are able to reciprocate, and send out letters at the same rate. I do not think there is any necessity to enlarge upon the question, but I wanted to point out very shortly that aspect—that the loss would be very great to these colonies. If we have to adopt an internal penny rate, of course we could not possibly have more than an intercolonial penny rate. Then, the time is not opportune. Even if we were prepared to make big sacrifices the colonies are not in such a position to lose such an enormous amount of revenue. And I do not think those doing correspondence with the Mother-country have ever complained; 2½d. is so low in comparison with the rate they have had to pay in the colonies. They are not complaining or agitating for it, and we do not want people to interfere with our business. This is not going to be of the advantage which some people suppose, though we might get a few more letters. But the family relations of the colonies to the Mother-country are not as they were some thirty or forty years ago. Then a larger proportion had emigrated to these colonies, and most persons who emigrated left their relations in the Old Country. Thus there was a larger amount of correspondence necessary in those days in proportion to the population. Now we are growing up the flow of emigration is not so great in proportion to the population, and therefore there would not be the correspondence except for commercial purposes. The rate is so low at present, and it would cause so much dissatisfaction if we only had the rate reduced from England to the colonies, that altogether I do not see what benefit can come of it. But my only object in submitting it in this form, Mr. President, is to show the large amount of loss we would be likely to sustain if it were adopted. We want to prevent this agitation, and to discourage the agitators. We want to show we are not in a position to adopt it, and will not be for many years. That is my principal reason. It is right enough as put in this recommendation, but it does not show the loss in regard to the internal, nor the loss that the colonies would suffer if we had a penny rate all over. I beg to move this addition to, or, rather, substitution for, the recommendation.

Hon. Mr. WYNNÉ (Victoria): I will second that, for it is as well the colonies should show strongly their dissent from this reduction to 1d. It is all very well in theory this penny post from England to the colonies, and from the colonies to England, but the people who agitate for it do not have to pay for it. We all know that there is very little private correspondence amongst the poorer classes of people—the people who are always held up as being the ones hurt. It is the wealthy people—the large merchants and others who are well able to pay; these are the only ones who would gain by this reduction. It is a case of larding the fattened pig again. Those who are

able to pay the larger amount ought to pay it, and we say those who do not correspond very much ought not to be called upon to pay more money for the benefit of the few who are well able to pay the present rate. In the Colony of Victoria, the late Government, in the very prosperous times, thought they ought to follow this cry of the reduction to 1d. internally, and it was reduced. That involved a loss of £89,000 a year, which meant additional taxation to the general community. The present Government felt compelled to recommend a twopenny post to reduce the loss, and we have a charge of 2d. in our own colony on the carriage of letters. I think it is as well the people in the Mother-country who are agitating should know we cannot afford to reduce the carriage to 1d.

Hon. Dr. COCKBURN (South Australia): The sentiments expressed are those I personally hold, and I only rise to show my vote is not a silent one. I cordially indorse what has been said, and I would suggest the substance of the resolution be at once cabled.

Hon. Mr. WARD (New Zealand): I will see that that is done. I should just like to say a word or two. I admit that in the financial circumstances of the neighbouring colonies such a resolution as that proposed—

Hon. Mr. KIDD (New South Wales): Cannot you include your own?

Hon. Mr. WARD (New Zealand)—is not a proper one. At the same time, I am bound to say that, speaking for myself, I am one of those who thoroughly believe in cheap communication either to or from foreign countries, within the colonies, and intercolonially; and I look forward hopefully to the time when under the British flag there will be a universal penny postage between all countries over which that flag flies. The question, I may say, has been under the consideration of the New Zealand Government for a considerable time, as to whether we would not establish a penny postage between England and the colonies. The late Premier was strongly in favour of it; in fact, he communicated to me on the eve of my departure to Australia some twelve months ago the hope that our Government would be able to give effect to the penny postage between England and New Zealand. As the result of his communication, tables were prepared to show in what position this would place this colony. It was shown by the department that it would involve a loss of £3,367 per annum on the whole of our international correspondence upon the reduced rate. If we adopted an intercolonial rate it would be a loss of £2,093 per annum. We could therefore establish an international and intercolonial penny postage for £5,460 loss for the first year, and which would quickly be wiped out by the increase of business. Those were the estimated amounts. I do not believe in agitating for a reduction in this direction for the mere sake of agitating, or for the mere sake of having it said that they were the people who brought this about; but I am bound to say I do attach the greatest importance to it. I do not agree with my friend Mr. Wynne that a reduction such as this is sought only by those who are conducting commerce, and who expect to receive advantages. Domestic correspondence at the present time is estimated at about one-third of the whole; consequently, if £250,000 would be lost, the domestic portion of the community would, it is estimated, pay something over £80,000 per annum by keeping up the present rates; and it is idle to deny that every facility you give to commerce must, more or less, benefit every class in the community—domestic or otherwise. I am bound to say I am very strongly in favour of universal penny postage. The time at present may not be opportune; it may be well to defer it for a time. But I do not think, myself, that the time is far distant, because the whole of the colonies are not going to be always in financial distress. They are bound to emerge from it; and I should be very sorry if such a resolution should debar the English Government in giving effect to what they evidently contemplate—that is, the establishment of a penny postage outwards. There are thousands of people who never write, and the fact of being able to post a letter to the colonies for a penny would induce many persons to write who do not write at all. On the face of it, I admit, a considerable loss would be made, but that loss in the first instance, if the Imperial authorities reduced to 1d., would fall entirely upon their own community, and not on the Australasian community. On the other hand, we could not long remain in such an anomalous position as having a twopenny rate. I will, on behalf of New Zealand, simply dissent from the resolution, because I am not desirous of seeing deferred for a longer period than necessary the proposal to bring the whole of the British colonies and Great Britain into closer and more sympathetic touch, which, in my opinion, the establishment of a universal penny postage would do.

Hon. Mr. PARKER (Western Australia): Perhaps you will permit me to say it is not financial troubles that make me assent. Western Australia is most prosperous, financially and otherwise.

Hon. Mr. KIDD (New South Wales): I am very glad to hear there is one of the colonies that is all right, and no doubt you, sir, take credit that New Zealand is so. I am sorry, however, you have thought fit to dissent from the resolution, because I thought what had been advanced would have shown you differently. You want to make out it is not the cost, and yet you admit it is the cost. You say only one-third of the postage is of a domestic character, admitting, therefore, that two-thirds has to do altogether with commercial interests. As it would be a loss of £250,000, and as one-third of that is £80,000 odd, £170,000 would be made a present of at the expense of the taxpayers. I do not think it is a proper way to look at it at all. I view it in this way: The bulk of the taxpayers of a country are the working-classes, and, while they save in one-third, they will have to make good two-thirds of the loss. However, you do not see your way to vote for the resolution. I think the suggestion made by Dr. Cockburn is a very opportune one, and should be taken advantage of, for the benefit of the people in the Old Country, who have been agitating for some time past, and expecting the Home authorities to agree to their proposals, or at least to make it a penny postage from the Mother-country to the colonies. For the reasons I have stated, I think it would be disastrous to have anything of the sort unless and until we can make the postage uniform. I have nothing more to say. I would like to see the British-speaking communities more closely united, but that time has not arrived so far as the penny-postage rate is concerned, and I think it will be many years before we are able to take advantage of it.

Then, the motion having been put, it was resolved in the affirmative, New Zealand dissenting.

*Resolved,* 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 2½d. 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 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government.

Paragraph as amended agreed to.

Hon. Mr. WARD (New Zealand): I will see that the resolution is cabled to-day.

Subject 43: Circulars sent in bulk to Sydney for posting to New Zealand. Read and agreed to.

Subject 44: Remitting through Treasury Department. Read and agreed to.

Subject 45: Redirection, That the procedure of the British Post Office be adopted in regard to charge for. Read and agreed to.

Subject 46: As to delay in international messages in consequence of interruptions in international lines.

The paragraph relating thereto having been read,—

Hon. Mr. WYNNE (Victoria) said,—I think if there had been no great delay in matters of this kind you would not have had the Chambers of Commerce complaining. It seems to me that the messages for the Press are of greater importance than private ones. The Press publishes the news for the whole of the colonies; persons resident in the colonies obtain the news from Europe through the Press. There are very few people who receive these private messages, and to my mind it is of greater importance that the Press should have precedence than private people. And, if it is thought absolutely necessary, I would suggest that 8 o'clock be altered to 6 o'clock. If the public want it during the day-time let them have it up to 6 o'clock, and after 6 let precedence be given to Press messages. That will allow of their being got through in time for the morning's publication. The matter is not in favour of the Press having precedence over private individuals, but so many more are benefited by the Press obtaining the news than the few. I think we ought to consider very carefully whether we make any recommendation.

Hon. Mr. PARKER (Western Australia): I should have no objection to seconding the suggestion that the hour be 6 instead of 8.

Hon. Mr. WYNNE (Victoria) moved, and the Hon. Mr. PARKER (Western Australia) seconded, That the hour of 8 be struck out, and 6 substituted.

Hon. Mr. KIDD (New South Wales): Mr. Lambton thinks we must not forget that the Press messages are taken at a reduced rate. Press messages are transmitted at 1s. 10d. and private ones at 4s. 9d. I should think it would be the other way about.

Hon. Mr. WYNNE (Victoria): It means that twenty-four hours is lost. That is something to the Press, but it does not mean so much to private individuals.

Hon. Mr. KIDD (New South Wales): What they object to is to be tied down. Let them judge whether they can get Press messages through in a reasonable time, and not give precedence to Press messages. Private messages can be sent through in a few minutes, while Press messages are lengthy.

Hon. Mr. WYNNE (Victoria): Suppose we strike out the whole clause, and let it go as at present.

Hon. Mr. KIDD (New South Wales): It is better not to hamper the officers of the department. They use their own judgment, in the public interest. They are as anxious to get their messages through as the Chambers of Commerce.

Hon. Mr. WYNNE (Victoria): If we adopt this recommendation, the telegraph company will pay attention to it. If it is desirable to adopt it, I think 6 o'clock is quite early enough. Otherwise strike the clause out altogether, and let them make their own arrangements.

Hon. Mr. WARD (New Zealand): I may perhaps say, for the information of the Conference, that the rule we have is that such telegrams shall not interfere with the transmission of the ordinary telegraph traffic [rule read]. That is the system we carry out, and we find it is satisfactory.

Hon. Mr. KIDD (New South Wales): That refers to offices in your own colony.

Hon. Mr. WARD (New Zealand): No; it refers also to cables. I would rather agree to that, or something of that character. I think, if private parties come to the office and pay full rates, they are entitled to consideration. The officials are anxious to get Press messages through, and give every possible assistance, but I do not think private messages should be crushed entirely on one side.

Hon. Mr. WILSON (Queensland): I think it would be better to withdraw it. By having a hard-and-fast rule of this kind you give an opportunity for parties to insist upon certain things being done. As far as Queensland is concerned, we have no difficulty whatever. We have no rule upon the subject, and we have no complaint. I would very much prefer to see the clause struck out.

Ordered that the paragraph be struck out.

#### AUSTRALASIAN POSTAL CONVENTION.

The Conference then considered the draft of Australasian Postal Convention submitted by the heads of departments. (Appendix C, p. xv.)

Article 1 read and agreed to.

On Article 2 being read,

Hon. Mr. WARD (New Zealand) said,—In connection with Article 2, New Zealand cannot agree to one or two suggestions here. Perhaps if I have the dissent recorded it will be satisfactory to the Conference.

Hon. Dr. COCKBURN (South Australia): Is there any new matter here?

Mr. LAMBTON (New South Wales): Letter-cards.

Hon. Dr. COCKBURN (South Australia): But we have carried letter-cards already.

Hon. Mr. WARD (New Zealand): Our rates are lower for books and higher for newspapers at the present time. I am sorry we cannot subscribe to the proposal here; we may do it later on.

Sir C. TODD (South Australia) : Cannot you adopt that intercolonially ?

Hon. Mr. WARD (New Zealand) : We cannot do that.

Article 2 agreed to, New Zealand dissenting.

Articles 3, 4, 5, and 6 were read and agreed to.

On Article 7 being read,

Hon. Mr. WARD (New Zealand) said,—In this the word “colony” is substituted for “country.”

Article 7 agreed to.

Articles 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24 severally read and agreed to.

Hon. Mr. WARD (New Zealand) moved, and Hon. Mr. PARKER (Western Australia) seconded, That the draft of the Australasian Postal Convention be agreed to. (*Vide* Appendix C, p. xv.)

The question being put, it was resolved in the affirmative.

#### FEDERAL MAIL-SERVICE CONTRACT.

Hon. Mr. PARKER (Western Australia) asked the Hon. the President, If he has had any official notification of the cablegram we saw in the papers this morning, to the effect that the Postmaster-General in London had arranged with the P. and O. and Orient lines of steamers, or offered them a renewal of their contract for the term of one year, with the option of a further term of two years. I have no doubt you saw that cablegram, and perhaps you will be able to tell us whether Mr. Morley acted upon any suggestion of this Conference or not, or whether he acted upon his own responsibility.

Hon. Mr. WARD (New Zealand) : I may state I have received no notification. All I know is what has appeared in the Press. No official notification has been sent to me. The resolution passed by the Conference was at once cabled to the Postmaster-General, Mr. Morley, so that he had the whole matter before him. I presume he has acted upon the resolution of this Conference.

#### BRISBANE MAIL-TRAIN SERVICE.

On motion of the Hon. Mr. WILSON (Queensland), seconded by the Hon. Mr. KIDD (New South Wales), *Resolved*, That the Hon. the President be requested to forward resolution in relation to the mail-train service from Brisbane to Adelaide to the colonies concerned.

#### AUCKLAND HARBOUR BOARD CORRESPONDENCE.

Hon. Mr. WARD (New Zealand) stated that he had received a letter, sent by direction of the Chairman of the Harbour Board, transmitting copies of the reports and statements of accounts of the Board, and also copies of the report of the Chamber of Commerce.

On motion of Hon. Mr. WARD (New Zealand), seconded by Hon. Mr. WYNNE (Victoria), *Resolved*, That the Chairman of the Harbour Board be thanked for his courtesy, and also for the use of the Harbour Board rooms for the Conference.

#### VOTE OF THANKS TO HON. THE PRESIDENT.

Hon. Mr. KIDD (New South Wales) : As there appears to be no new business to come on, I have very much pleasure in rising, on behalf of the Conference, to move that we accord a hearty vote of thanks to you, sir, for all your kindness since we landed in New Zealand. You have done everything that was possible to make our sojourn as pleasant and as agreeable as it was possible to make it. You not only did for us all you possibly could at Wellington, while the Conference sat, but you have been kind enough to take all those who have come over with the delegates, and the delegates themselves, throughout the whole of your colony, so that we might see the people, and judge of the resources of the colony, and view it in all its aspects, not only with regard to the question of settlement, but with regard to the large measures of reform which you have introduced into the legislation of the country. I, for one, heartily approve of the vast strides and progress that you have been able to accomplish during the last few years, more particularly in connection with social reforms. You are far ahead, I think, of the other colonies ; and it is very much to the credit of the people of New Zealand that they are alive to the necessity for still greater social reforms than those you have been able to effect. I have taken great interest in connection with the reforms, so to speak, that you have been able to bring about by giving women the franchise. I was rather sceptical as to the advantages to be derived from it, but as far as it appertains to New Zealand, and the effect of it in connection with the return of the present Assembly, I think they have acted wisely and well ; and, if they would be simply satisfied to remain as voters, I would not have any great objection to agreeing to woman's franchise myself ; but I expect the next move will be, like the good lady who occupies a seat as one of the mayors of a borough near Auckland, that they will endeavour to secure their return as members of Parliament. Nothing would please my friend Mr. Parker better than to have an equal number of ladies with gentlemen. With regard to the Colony of New Zealand, I visited it a few years ago, but it was only a run around, and I had little idea of the immense tract of splendid country which you have lying pretty well as nature left it. It shows, with increase of years, as settlement becomes more general, that the Colony of New Zealand has a great future before it. You have made rapid strides during the last few years, and I congratulate the Government of the colony and the people on the healthy financial position in which you find yourselves. I hope that, by able government, large settlements will speedily take effect on the lands through which we passed. Of course you have some trouble, which I hope will be easily overcome, notwithstanding the Native difficulty. There is much, I think, which we may admire in the character of the Natives ; yet I think you are taking a wise course to carry out your intentions—that if they will not use the lands themselves they shall arrange for other people to use them, or that the Government shall resume them. I think, there-



fore, it is a wise step you are taking. The population of New Zealand is nothing to what it is capable of carrying, and making it, I believe, one of the most important colonies in the British Empire before many years. It is now almost the most important; but I had no idea until I went through the colony that you had so much valuable land for settlement as you appear to have. It is no use my going into questions of that kind further. All I have risen to do is to convey to you our hearty thanks for the handsome way in which you have treated us since we arrived in the colony, and to thank you heartily for the hospitality which you have extended to us. It will be a red-letter day to most of us to look back to our trip to New Zealand. We have been able to combine some pleasure with the business we have had in hand. Just one word more. Some think there is no good accomplished by Postal Conferences; but I think those who have had to do with them recognise that a great amount of good is not only done in regard to postal and telegraphic facilities and matters connected with the business of our various departments, but it brings about a spirit of federation, which will be fostered more largely than has been the case in the past. I simply move, That the thanks of this Conference be accorded to the Hon. the President for the hospitality extended by him to the delegates since their arrival in New Zealand, and for the able manner in which he has presided over this Conference.

Hon. Mr. WYNNE (Victoria): Mr. President, I am sure that we all feel deeply grateful to you, and also to Mrs. Ward, for your hospitality to us. The month we have been enabled to spend here has been one for which we will ever feel thankful to you. I feel, too, that meetings such as this greatly assist the cause of federation; they bring the members of the different Governments into close contact, and give them opportunities for discussing matters, outside of postal ones, that are of advantage to the whole community; and I trust some day, as a result of these Conferences, to see one held from which will result a Customs Union of material benefit to the whole of the Australian Colonies, New Zealand, and Tasmania. I have great pleasure in seconding the resolution proposed by the Hon. Mr. Kidd, and again thank you very sincerely for the kindly way in which you have treated us during our visit.

Hon. Dr. COCKBURN (South Australia): Sir, I also wish to add my testimony and hearty support to this resolution. From the very moment of our landing in New Zealand we have been overwhelmed with courtesy, consideration, and hospitality. I recognise now that to visit New Zealand is not to visit any one centre. If a person wants to know New Zealand he must visit many parts. It is still very much as it was formerly—a federation of a number of centres of industrial and commercial activity; and, sir, I think this gives the highest possible promise of a successful future to any land, because it enables every portion of the colony to combine all the advantages of the city and the country. To enable us to see these many centres you have, as we all know, put yourself to a very great deal of inconvenience, for which we now wish to tender you our hearty thanks. We have learnt, sir, since we have been here of the many modes of activity in which you are personally engaged. With so many departments over which you preside, and with so many private relationships, all of which are mixed up with the advancement of the colony, we recognise that your absence from these duties during the time in which you have enabled the delegates to make the most of their visit to New Zealand must have been a very serious privation to you, and must have entailed a very great deal of hard work on yourself. I wish, sir, to add my testimony to that of those who have already spoken in regard to your efforts on our behalf. I wish also to remark on the excellent manner in which you have put forward the business of this Convention. We have discussed many matters of very great importance, and, while every opportunity has been given for discussion, no delay has taken place; and the manner in which we have been enabled to despatch our business here and in Wellington with so much facility has been owing chiefly to the thoroughly business-like way in which you have brought the matters before the Convention. During our trips through New Zealand we have become acquainted with you in many ways. We recognise your accomplishments, social and political, but above all we recognise that you are a man of business, and that business tact has been of the greatest possible advantage to this Convention. I wish to say that, for my part, this visit to New Zealand has been an education. One has been brought into familiarity with problems of the deepest possible importance, socially and politically. We have seen here what, perhaps, it is not possible for us to see in any other part of the world. We have seen many social and political problems brought to a successful issue, and we shall return, each of us, to our respective colonies with an inspiration for fresh activity in endeavouring to work out those problems which at the present moment are exercising not only New Zealand but Australia and every other country of the civilised world; and no Government, no people, can afford to neglect anything tending to their successful solution. As tending towards that successful solution, I believe one and all of us have learned a very great deal during our visit. I wish also to thank you for the courtesy with which you have supplied myself and the other delegates with all the information in your power bearing on the various institutions of New Zealand. Here we see established throughout the country what many of us have been working for years to effect in our own colonies. When a person visits any of the important centres in New Zealand one of the most prominent buildings that meets his eye is that of the Government Life Insurance Department. The establishment of such a department has been a problem that has engaged the attention of many of the Australian Governments. In New Zealand we find the problem solved, and the department in a healthy state. In this respect, also, I have to thank you for the information which you have without stint, and at any amount of trouble to yourself, placed at the disposal of the delegates. I beg to indorse what has been said by the mover and the seconder of this resolution, and, as one of the delegates, to tender my best thanks to yourself, and also to Mrs. Ward, for your kindness and courtesy to us. We shall leave New Zealand with regret, but, at the same time, I am sure that for years to come we shall look back with pleasure upon our visit, and also profit by it in the despatch of the work of our various departments, and in the discharge of our political duties. I regret to leave New Zealand,

but it affords me infinite pleasure to know that we have seen so much of it in so short a space of time, and with that pleasure there shall be mingled the thought that we have been enabled to see so much of it by your own efforts, which have been made at a sacrifice in order to minister to our requirements.

Hon. Mr. WILSON (Queensland): On behalf of Queensland, I would like to add to the remarks that have fallen from the previous speakers. I thank you for your hospitality. When I left for New Zealand I had no idea that I would see so many wonders here. Having formerly passed through New Zealand on my way to England I had some knowledge of it, but I had no idea of the great extent of the country until I gained it through your hospitality. I can only say that I highly appreciate my visit to, and the information gained during my stay in, New Zealand. These will, I have no doubt, afford me great pleasure in the future, and be of profit to me. I have also to thank Mrs. Ward for her very great kindness and for the way in which she has attended to the ladies. Altogether, our visit has been most enjoyable, and we shall be very sorry indeed to leave New Zealand.

Hon. Mr. PARKER (Western Australia): I desire to say that I concur in the remarks made by the members of this Conference who have already spoken on this subject. I desire to thank you and Mrs. Ward particularly for your kindness to the delegates of my colony. I may truly say that before I arrived in this country I had very little knowledge of its resources. I have been very greatly impressed with this charming colony, not only with its magnificent scenery, but also with its agricultural and pastoral lands. I leave New Zealand almost regretting that I was not born a New-Zealander instead of an Australian.

Then, the question being put by the Hon. Mr. KIDD (New South Wales), it was unanimously resolved in the affirmative.

*Resolved*, That the thanks of this Conference be accorded the Hon. the President for the hospitality extended by him to the delegates since their arrival in New Zealand, and for the able manner in which he has presided.

Hon. Mr. WARD (New Zealand): I have to thank you very much for the resolution which has been passed. I also thank you very heartily for the kind expressions to which you have severally given utterance. I feel you have said many things which I accept as a compliment, but which I scarcely deserve. In connection with the tour we have made through the colony, I should be wanting in acknowledgment to Mr. Gray, the head of the department, were I to omit to say that to him largely is due the excellence of the arrangements which have been carried out. Upon him has devolved a very large share of the hard work in connection with the tour, so that any success which may have attended our visit through the colony is due to Mr. Gray. I have much pleasure in acknowledging it. I am too gratified to hear you say so many kind things of New Zealand, and I hope during the trip the representatives of the various colonies have acquired information which may be of use to them in the future. We have been exceedingly proud to have you amongst us and to have entertained you, and if we have succeeded in doing that it was all we hoped for. I cannot forget, myself, the universal kindness and courtesy extended to me and those with me upon each of our visits to the Australian Colonies, and if in New Zealand we have extended hospitality and courtesy we have only followed the good example set us when we were upon your shores. When you leave New Zealand we shall feel we have lost a number of friends. And if my friend regrets he has not been born in New Zealand I can only express my regret that I have not been born in each of the other colonies. However, I can only hope for good results from this Conference; that it will be productive of a considerable amount of good in the future. And I trust that at no distant date another Conference may be held in the direction to which this Conference has given utterance—a tariff Conference. I feel, myself, it is of the greatest importance to the whole of the colonies that such a Conference should be held. If our statesmen could only see their way to have a Customs Union it would be, in my opinion, of very considerably more importance than what is known as federation—in the meantime at any rate. I trust, as the result of the colonies' enterprise in sending their representatives here, that we may before long see some practical steps taken to adopt a Customs tariff which will enable the colonies to carry and improve regulations which day by day become necessary. I have only to thank you, Mr. Kidd, and the gentlemen here, for the resolution you have passed, and the kind expressions to which you have given utterance, and I shall have very great pleasure in informing Mrs. Ward of the kind way in which you have spoken of her.

#### VOTES OF THANKS.

Votes of thanks having been proposed by the various delegates to Mr. W. Gray, Chairman of the Heads of Departments, to the Departmental Heads, to the Press, to the Eastern Extension Telegraph Company, and to the Secretaries to the Conference,

And the question being severally put thereon, they were unanimously resolved in the affirmative.

#### BUSINESS OF CONFERENCE TO BE CONDUCTED THROUGH THE HON. THE PRESIDENT.

On motion of Hon. Dr. COCKBURN (South Australia), seconded by Hon. Mr. PARKER (Western Australia), *Resolved*, That all communications arising out of the business of this Conference should be despatched through the President of the Conference, and that there should be a distinct understanding on this point.

#### NEXT MEETING OF THE POSTAL AND TELEGRAPH CONFERENCE.

On motion of Hon. Mr. WYNNE (Victoria), seconded by Hon. Mr. WARD (New Zealand), *Resolved*, That the next meeting of the Postal and Telegraph Conference should be held in Melbourne.

#### ADJOURNMENT.

On motion of the Hon. Mr. WARD (New Zealand), *Resolved*, That this Conference do now adjourn.

The Conference accordingly adjourned *sine die*.

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## APPENDICES.

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# APPENDICES.

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## APPENDIX A.

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### LIST OF SUBJECTS FOR CONSIDERATION.

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The subjects hereunder, with the exception of Nos. 1, 2, 3, 9, 24, and 46, were referred to the Heads of Departments to report upon, the excepted subjects being dealt with *ministerially* by the Conference.

#### OCEAN MAILS.

1. Federal Mail-service, *via* Suez : Report on, also consideration of London Post Office letter of 1st September, 1893.
2. Vancouver Service—
  - (a.) Report by Queensland.
  - (b.) To be considered.
3. San Francisco Service—
  - (a.) Report by Queensland.
  - (b.) To be considered.
4. Mail-train, Brisbane to Adelaide, Acceleration of.
5. Postages—
  - (a.) Division of, between the United Kingdom and the Colonies.
  - (b.) On newspapers to United Kingdom.
6. Question of landing English mails in certain cases at Glenelg, instead of Semaphore.

#### UNIVERSAL POSTAL UNION.

7. Convention and detailed regulations : Unimportant amendments to, during recess of International Congresses.
8. Vienna Postal Union Convention, Revision of.
9. Australasian delegate to next Postal Union Congress.
10. Metric system of weights : As to avoirdupois equivalent for 350 grammes.
11. Sea surtax : As to charging of, by Italy.
12. Glassware : Transmission of samples of.
13. Demonetization of stamps (question of uniformity of practice).
14. Acknowledgment of receipt of registered letters.

#### PARCEL-POST.

15. United States—
  - (a.) Exchange of parcels with.
  - (b.) Report by Queensland of action taken.
16. Cape Colony : Exchange of parcels with.
17. Sea-transit rates—intercolonially.
18. Uniform conditions of transmission of transit parcels for foreign offices.

#### POSTAL-NOTES.

19. Poundage on : Suggestion by Hobart that payee receive face-value when having postal-note cashed, instead of having to affix stamps to the amount of the poundage.
20. Exchange of postal-notes between other colonies and New Zealand.
21. United Kingdom : Exchange of postal-notes with.

## AUSTRALASIAN POSTAL CONVENTION.

22. Consideration of Convention, generally, including following subjects:—
- (a.) Verification certificates.
  - (b.) Question whether the Colonies might not fairly object to deliver English packets prepaid  $\frac{1}{2}$ d., whilst 1d. is levied in England.
  - (c.) Commercial papers—
    - (1.) Rate for.
    - (2.) What printed matter, if any, should appear in rate notices?
    - (3.) "Expiry" notices of fire policies, &c.
  - (d.) Should letters or commercial papers enclosed in envelopes bearing advertisements be allowed to pass at ordinary rates?
  - (e.) Invoices—
    - (1.) As to nature of remarks, or instructions to customers, which may appear in addition to the name of the firm and a description of its business.
    - (2.) Printed with code-letters having a secret meaning.
    - (3.) Should printed detached papers accompanying invoices be allowed or forbidden?
  - (f.) Type-writing: Facsimiles of.
  - (g.) Printed papers—
    - (1.) Special rate for publications such as "Australasian Ironmonger," and for magazines, Christmas numbers, &c.
    - (2.) Minimum amount on printed papers to be  $\frac{1}{2}$ d.
  - (h.) Travellers' cards—
    - (1.) Conformity with Postal Union Regulations, as regards insertion of name and date of visiting in writing.
    - (2.) Postage on.
  - (i.) Charge made on packets closed against inspection. As to practice of colonies.
  - (j.) Unclaimed letters.
  - (k.) Uniformity of statistics.
  - (l.) Letter-cards: Intercolonially.

## TELEGRAPH AND TELEPHONE.

- 23. Duplicate cable: Subsidy.
- 24. Pacific Cable—
  - (1.) Report by Queensland on action taken.
  - (2.) To be further considered.
- 25. Telephone systems: Regulations.
- 26. Press messages: Regulations.
- 27. Intercolonial repeats—
  - (1.) Despatch *re* joining Telegraph Union.
  - (2.) For corrections.
- 28. Telegraph money-orders—
  - (1.) Report by Queensland on action taken.
  - (2.) To be considered.
- 29. Standard dictionary: Whether it is possible to fix upon a standard dictionary.
- 30. Rectifying telegrams.
- 31. Telegrams addressed to initials or fictitious names: Whether telegrams so addressed should be accepted for transmission, or any distinction made between telegrams deliverable by letter-carrier or *poste restante*, and telegrams deliverable in the ordinary way by messenger.
- 32. Complaints of errors in telegrams transmitted to and from London *via* the Roebuck Bay cable and Western Australia.
- 33. Collect telegrams.

## ELECTRIC TRAMWAYS, LIGHT, AND POWER.

- 34. Regulations for electric-light and power-wires: Consideration of committee of experts' report.

## MISCELLANEOUS.

35. Express messenger system, and express companies.
36. Payment to masters of vessels for carriage of mails.
37. Reply-paid envelopes.
38. Hour-zone system.
39. Registered letters for promoters of racing lotteries: Should obstacles be placed in the way of their registration?
40. Should any inquiry be made after non-registered articles? If so, should a fee be paid?
41. Postal Guide: Mutual arrangement to be made for insuring the latest information appearing in respective Quarterly Postal Guides of each colony.
42. Postal rates: Consideration of Mr. Henniker Heaton's proposal to the Chancellor of the Imperial Exchequer, that Great Britain adopt the penny postage to Australia, the postage from Australia to remain as at present.
43. Circulars sent in bulk to Sydney for posting to New Zealand.
44. Remitting through Treasury Department.
45. Redirection: That procedure of British Post Office be adopted in regard to charge for.
46. Representation of Fiji at the Postal Union Congresses and Intercolonial Conferences.

## APPENDIX B.

### REPORT AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS.

*Presented at the Meeting of the Postal Conference held in Auckland on Monday,  
the 19th March, 1894.*

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

#### OCEAN MAILS.

##### 4. MAIL-TRAIN, BRISBANE TO ADELAIDE, ACCELERATION OF.

We venture to suggest that the question of the acceleration of the mail-train between Brisbane and Adelaide receive further consideration in connection with the following memorandum from the Sydney Post Office, and we would also suggest that New South Wales should run a train from Albury to Sydney to connect with the Saturday night's express from Melbourne, so as to enable the Queensland portion of the mails to go forward to Brisbane without delay.

If this is not feasible, it is suggested that the Victorian train should, on Saturdays, leave two hours earlier, the Sydney ordinary train to leave Albury on its arrival, in lieu of 2.45 p.m. as at present.

##### *“Acceleration of Journey of Mail Trains, Brisbane to Adelaide.”*

“There are two questions in connection with the Brisbane mail-service: 1st. Alteration of hours of departure of the train from Sydney and Brisbane respectively. 2nd. Acceleration of the time of journey from Brisbane to Adelaide.

“The first matter has been very fully considered, and the New South Wales Post Office Department is willing that the train leave Sydney at 5.45 instead of 6.15 p.m., which would involve the mails for the north closing at 4.15 instead of 4.45 p.m., letters for Brisbane itself closing at 4.45 p.m.—a gain of half an hour. A further saving of another hour and a quarter could, perhaps, be managed by the Railway Department in the journey north from Newcastle or Hamilton, which would enable the train to reach Brisbane at 8.35 p.m.

“Another suggestion of New South Wales is that the train leave Brisbane at 8.30 a.m., and, by a similar acceleration to that herein proposed for the Sydney-Brisbane mail, it could arrive in Sydney next day at 11.30 a.m., thus insuring the delivery of Sydney letters at 2.30; and to forward mails for Great Britain and the other colonies, as well as the southern and western districts of New South Wales, the same evening.

“On the 6th January, 1894, these suggestions were put before the Railway Commissioners of New South Wales, for their consideration, prior to submitting them to the Queensland Postal Department.

“The Queensland Department was, on the 20th January, 1894, informed that the Postmaster-General had further considered the matter, as promised, and conferred with the Railway Commissioners of New South Wales; and that he did not see his way to concur in any alteration of existing arrangements unless such an entire revision were practicable as would provide for the mails arriving in Sydney in the forenoon and leaving in the evening.

“It was pointed out that Mr. Mathieson, Chief Railway Commissioner for Queensland, urged the departure of the mail-train at 4.45 p.m., and that, from inquiry made, the public of New South Wales desired a *later* instead of an *earlier* despatch.

“Attention was also drawn to the fact that many years ago the hour was much later, but it had, as a compromise, though adversely to postal interests, been made gradually earlier, and to make it earlier still would cause considerable public dissatisfaction; and, moreover, the dispatch of the mail-train at 4.45 p.m. would entail additional cost to the Railway Department of this colony.”

#### 5. POSTAGES.

##### *(a.) Division of, between the United Kingdom and the Colonies.*

As it is proposed that the net cost of the Federal mail-service under any new contract shall be apportioned between the United Kingdom and the Colonies on the basis of the weight of mail-matter they respectively despatch, we are unable to recommend any alteration in the existing system under which each country retains its own postage.



(b.) *On Newspapers to United Kingdom.*

That the rates of postage, as agreed to at the Brisbane Conference, and approved by special agreement with the London Post Office—viz., 1d. for the first 4 ounces, and  $\frac{1}{2}$ d. for every additional 2 ounces—should be adopted throughout the colonies.

Telegram from POSTMASTER-GENERAL, South Australia, to the HESSE EASTERN EXTENSION TELEGRAPH COMPANY, London.

March, 1893.

Copy of messages *re* newspaper rates between Australia and Great Britain:—

“Todd to Hesse, London.—Ask Blackwood to reply immediately *re* newspapers as Conference sitting. It is proposed to charge four ounces or under one penny, and halfpenny every additional two ounces. Will he agree?”

To which Blackwood sent following reply:—

“Hesse to Todd.—Following from Blackwood: ‘Newspaper rates to England, penny first four ounces, and halfpenny each additional two ounces, agreed.’” (*Vide* also Appendix E, p. xxvii.)

## 6. QUESTION OF LANDING ENGLISH MAILS IN CERTAIN CASES AT GLENELG INSTEAD OF SEMAPHORE.

As the Postmaster-General, South Australia, reported: (1) That a Board, consisting of the Postmaster-General, the General Traffic Manager, and the President of the Marine Board of South Australia, reported in 1886 in favour of there being only one mail station—viz., at Largs Bay (Semaphore), for the reasons that all other vessels anchor there, that the water is smoother, that there is a difference in the distance between Cape Borda and the two places in question of only four miles, and that landing at Largs Bay (Semaphore) only involved a delay of half an hour; and (2) that a special train is always employed to meet the steamers at the end of the jetty, and that during the year 1893 there was not a single instance where the mails would have reached Melbourne earlier had they been landed at Glenelg; and, as to make the change proposed would involve considerable additional expense, we recommend that the existing arrangements be not disturbed.

## UNIVERSAL POSTAL UNION.

## 7. CONVENTION AND DETAILED REGULATIONS: UNIMPORTANT AMENDMENTS TO, DURING RECESS OF INTERNATIONAL CONGRESSES.

We agree with the views of the Russian Post Office that it is unnecessary to discuss, through the medium of circulars from Berne, questions of procedure in postal practice except in cases of *urgency*; and think that the numerous points raised can be much better discussed *viva voce*, and settled more quickly at the meetings of the Congress.

## 10. METRIC SYSTEM OF WEIGHTS: AS TO AVOIRDUPOIS EQUIVALENT FOR 350 GRAMMES.

We recommend that for patterns and samples 12 ounces be the equivalent of 350 grammes.

## 11. SEA SURTAX: AS TO CHARGING OF, BY ITALY.

Complaints having been made of a surcharge of 1½d. upon letters from Italy addressed to Queensland, which bore postage at the rate of 2½d., making the rate equivalent to that fixed for countries not within the Union, we recommend that the Berne International Bureau 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 2½d., not 4d., as appears to be charged by Italy on letters to Australasia.

## 12. GLASSWARE: TRANSMISSION OF SAMPLES OF.

The Post Office at Berne, by letter dated the 23rd November, 1893, inquired of the Postmaster-General of South Australia whether the postal laws or regulations of the colonies absolutely prohibited the despatch or receipt by letter-post of glassware sent as samples. The Postmaster-General, Adelaide, wrote to the other colonies on the 9th January, 1894, recommending that the matter be considered at the Wellington Conference. The regulations of Great Britain, the Crown colonies, and Roumania absolutely prohibit the despatch of such samples through the post; while, on the other hand, those of the United States of America, Austria-Hungary, France, Italy, &c., admitted them. We recommend that the Berne Post Office be informed, in reply, that samples of glassware will be admitted, provided they are so securely packed that they cannot damage the contents of the mails.

## 13. DEMONETIZATION OF STAMPS: QUESTION OF UNIFORMITY OF PRACTICE.

The accompanying memorandum and synopsis having been submitted by the New South Wales Post Office, but, after very careful consideration, we are of opinion that no change should be made, as the present practice obtaining in the Australasian Colonies is also observed by Great Britain and other important countries.

“*Demonetization of Postage Stamps.*”

“Herewith is a synopsis of the replies received from countries in the Postal Union to the question of this department asked through the medium of the Berne Bureau.

“The synopsis is arranged according to the various systems adopted by the countries mentioned in connection therewith, and I have arranged the systems in accordance with the number and importance of the countries adopting them.

"It will thus be seen that the system (1) of notifying the withdrawal of a superseded series on some fixed date, the destruction of the stamps so withdrawn, and the consequent invalidation of all not exchanged within the given period, has the preponderance of support.

"The system (2) of 'once a stamp, always a stamp' is second on the list, and is that adopted by Great Britain, and, consequently, by the majority of the British Crown colonies.

"These two are the principal systems, Nos. 3 and 4 being, indeed, merely variants of them, showing minor details or a limited application of the principle.

"No. 5, although advantageous from a financial point of view, is not to be recommended, as it owes its existence solely to the demand for new issues by stamp-collectors, to whom the company look for sufficient support to repay them handsomely for their outlay in providing the plates and stamps gratis to the different Governments.

"The recommendation of the Brisbane Conference on the subject of demonetization of stamps appears to be open to several objections:

"1st. That in the natural course of events the stock of any superseded issue in the hands of the public becomes gradually smaller; but as the stamps are to remain available, however few in number, it necessarily follows that each letter-sorter and stamper is expected to recognise every kind of obsolete stamp, no matter of what age; and as they become older, and consequently less familiar, the difficulty of detecting forgery of these obsolete stamps becomes greater every year.

"2nd. If no stock of a superseded series is retained for purposes of exchange in response to the numerous demands from other Administrations, it sometimes becomes necessary to reprint specimens at a cost which might have been avoided.

"3rd. Unless the superseded series are deprived of their monetary value after a specified period there is great risk of loss to the revenue from the use of obsolete stamps, either forged or obtained by fraud.

"I may be permitted to suggest that the system of withdrawal after a specified period, and the subsequent invalidation of a superseded series, is the best, but with the detail adopted by Turkey and Peru—viz., that the stamps so withdrawn and demonetized be reserved for such purposes as may be determined upon."

*"Synopsis of Replies received from Union Administrations through the Medium of the Berne International Bureau."*

"1. On the issue of a new series: Notice of withdrawal of superseded series at a stated time; during the interval the old series may be exchanged for the new, but will also be allowed to frank correspondence; a further period being allowed during which the old series can be exchanged, but will not be allowed to frank correspondence. After the above two periods have elapsed the old series becomes absolutely demonetized, and will neither be exchanged nor allowed to frank."

"Countries adopting this System.—Italy, Netherlands, Switzerland, Germany, Roumania, Egypt, Hungary (exceptionally long period allowed, and extended in favour of licensed vendors); Uruguay, Denmark, Siam, Argentine, Japan, Surinam, Curaçoa, Russia, Liberia, Austria, Turkey, Peru, and Trinidad.

"1. The remaining stock of stamps thus withdrawn were: (a) Destroyed by Germany, Siam, Russia, Trinidad, Austria (in this case a limited stock being reserved for exchanges); (b) reserved for exchange, by Roumania; (c) reserved, for some purpose not defined, by Turkey and Peru.

"The remaining countries do not state the manner in which the withdrawn stock is disposed of.

"2. No withdrawal: Validity of stock until all is exhausted, whether in the hands of the Administration or the public.

"Countries adopting this System.—Great Britain, Sweden, Norway, France, Fiji, Queensland, Luxemburg, Antigua, and twenty-six other British Crown colonies; Bulgaria (small stock reserved for exchange).

"3. Notice of withdrawal of certain specified issues, and continued validity of others.

"Countries adopting this System.—Belgium (issues prior to 1865 invalid); United States (issues of 1847 and 1851 declared invalid in consequence of the rebellion); Ceylon, Mauritius, Newfoundland (these three, having changed their currency from pence to cents, declared the pence values to be invalid); Falkland Islands, Natal.

"4. On issue of a new series, the remaining stock is withdrawn without public notice and destroyed, those in the hands of the public being still available for postage.

"Countries adopting this System.—Canada, New Zealand, Portugal (this was the former practice; the superseded types are now surcharged 'Provisional,' and re-issued); British Guiana (stock withdrawn sometimes re-issued with fresh value surcharged).

"5. Contract with the Hamilton Bank-note Company for supply of new series every year (gratis). At end of year three months' notice of withdrawal given, and remaining stock then handed to the company, with the plates.

"Countries adopting this System.—Salvador, Nicaragua, Honduras.

"Bosnia and South Australia state that the question of demonetization has never been raised, there being no occasion for it."

#### 14. ACKNOWLEDGMENT OF RECEIPT OF REGISTERED LETTERS.

We recommend: (1.) That the Bulgarian proposal to revert to the old system, as resolved upon at the Brisbane Conference, viz., that the office of origin prepare the "A.R." label, be agreed to; but, if this proposal cannot be carried out, that (2), the German-Austro-Hungarian proposition be accepted—viz., that the office of origin should attach a label to the letter, showing the name of the office, and the number of the letter. We might however, suggest to the Berne International Bureau that a stamp is preferable to a label.

14A. QUESTION, WHETHER THE COLONIES MIGHT NOT FAIRLY OBJECT TO DELIVER ENGLISH PACKETS PREPAID  $\frac{1}{2}$ d., WHILST 1d. IS LEVIED IN THE COLONIES.

Attention has been drawn to the fact that, under the existing arrangement, the Colonies have to deliver, without remuneration, large quantities of British trade circulars on which only  $\frac{1}{2}$ d. postage is paid, notwithstanding that the rate levied by the Colonies (with the exception of New Zealand, which charges  $\frac{1}{2}$ d.) on the same articles is 1d.

Only a comparatively small quantity of such mail-matter is sent hence to England, and the system of unequal rates works unfairly, as owing to the lower rate obtaining in the United Kingdom many people send their circulars, &c., to be *printed* as well as posted in England, the colonies thereby losing so much trade as well as postage.

We therefore strongly recommend that, at the next International Congress, the Australasian delegate be instructed to press for the initial rate to Australasia being made 1d., and to point out that the Colonies are contributing at considerable loss to a costly mail-service, and cannot afford to make any reduction at their end in the minimum rate of 1d.

*Amended by the Conference.*

The above paragraph was agreed to with the addition of the following words: "And that a request be addressed from this Conference to the authorities of the London Post Office to assist the Colonies in this respect."

14B. RATE FOR COMMERCIAL PAPERS.

The Berne Office wrote on the 19th July, 1892, to the effect that, in order to comply with the Postal Union Regulations, certain alterations would have to be made by the Australasian Colonies in connection with commercial-paper rates, and submitted the accompanying table of necessary alterations. At the Brisbane Conference it was decided to reply to Berne that the limit of weight for commercial papers would be raised to 5lb. On the 5th May last, Berne again called attention to the fact that the commercial-paper rates levied in Australia did not yet conform to the Union scale; and the Postmaster-General, South Australia, suggested that the rates be altered accordingly, but that final consideration of the matter should stand over until the Wellington Conference.

We recommend that the table of rates submitted by the Berne Office should be adopted.

| Rates now levied.            |                     |                |                   | Rates which Berne Bureau states should be levied. |                     |                   |                |
|------------------------------|---------------------|----------------|-------------------|---------------------------------------------------|---------------------|-------------------|----------------|
| Weight.                      | Union Initial Rate. | Surtax.        | Total Postage     | Weight.                                           | Union Initial Rate. | Surtax.           | Total Postage. |
| Not exceeding 4oz. ...       | d. $2\frac{1}{2}$   | d. ...         | d. $2\frac{1}{2}$ | Not exceeding 2oz. ...                            | d. $2\frac{1}{2}$   | d. $0\frac{1}{2}$ | d. 3           |
| Between 4oz. and 6oz. ...    | $2\frac{1}{2}$      | $0\frac{1}{2}$ | 3                 | Between 2oz. and 4oz....                          | $2\frac{1}{2}$      | 1                 | $3\frac{1}{2}$ |
| " 6oz. and 8oz. ...          | $2\frac{1}{2}$      | $1\frac{1}{2}$ | 4                 | " 4oz. and 6oz....                                | $2\frac{1}{2}$      | $1\frac{1}{2}$    | 4              |
| " 8oz. and 10oz. ...         | $2\frac{1}{2}$      | $2\frac{1}{2}$ | 5                 | " 6oz. and 8oz....                                | $2\frac{1}{2}$      | 2                 | $4\frac{1}{2}$ |
| " 10oz. and 12oz. ...        | 3                   | 3              | 6                 | " 8oz. and 10oz....                               | $2\frac{1}{2}$      | $2\frac{1}{2}$    | 5              |
| Each additional 2oz. to 5lb. | $0\frac{1}{2}$      | $0\frac{1}{2}$ | 1                 | " 10oz. and 12oz....                              | 3                   | 3                 | 6              |
|                              |                     |                |                   | Each additional 2oz. to 5lb.                      | $0\frac{1}{2}$      | $0\frac{1}{2}$    | 1              |

NOTE.—New Zealand has adopted the minimum halfpenny-rate. Unable to agree to recommendation as applied to inland papers.

PARCEL-POST.

15. UNITED STATES.

(a.) *Exchange of Parcels with.* (b.) *Report by Queensland of Action taken.*

We recommend that, in view of the reply received from the Washington Post Office (copy of which has been laid on the table by the Hon. Mr. Wilson), in response to the invitation of the Brisbane Conference for the establishment of a parcel-post between Australasia and the United States, the matter be allowed to rest for the present.

16. CAPE COLONY: EXCHANGE OF PARCELS WITH.

The Capetown Post Office, having proposed the introduction of a direct parcel-post between the Cape and the Australasian Colonies,—

We recommend that the Capetown Office be informed that we are prepared to exchange parcels on the following terms and conditions:—

1. That the rate between the Colonies and Cape Colony be 1s. per lb., and between the South African Colonies and States and the Australasian Colonies, 1s. 3d. per lb.

2. That the division of postage be as follows:—

|                        |     |     |     | Cape Colony.<br>Per lb. |     | Other South African States.<br>Per lb. |
|------------------------|-----|-----|-----|-------------------------|-----|----------------------------------------|
| For sea-transit        | ... | ... | ... | 2d.                     | ... | 2d.                                    |
| Country of origin      | ... | ... | ... | 5d.                     | ... | 5d.                                    |
| Country of destination | ... | ... | ... | 5d.                     | ... | 5d.                                    |
| Cape land-transit      | ... | ... | ... | ...                     | ... | 3d.                                    |
| Totals                 | ... | ... | ... | 1s.                     | ... | 1s. 3d.                                |

ii.

We beg to report that the several attempts made to obtain better terms for the carriage of parcels by steamers have not been successful, and that, in the absence of fresh legislation on the part of some of the colonies, it is found that nothing further can be done in this direction at present.

We recommend: (1.) That when parcels for any country beyond Australasia exceed five in number for any mail, a direct parcel mail be made up for such country; (2) that the country which includes "forward" parcels in its closed mails shall treat such parcels in every respect as its own, and, in return, be credited by the office of despatch with parcel rates to the country of destination.

19. POUNDAGE ON: SUGGESTION BY HOBART THAT PAYEE RECEIVE FACE-VALUE WHEN HAVING POSTAL-NOTE CASHED, INSTEAD OF HAVING TO AFFIX STAMPS TO THE AMOUNT OF THE POUNDAGE.

|    |    |                 |    |    |    |    |    |    |
|----|----|-----------------|----|----|----|----|----|----|
| s. | d. | d.              | s. | d. | d. | s. | d. | d. |
| 1  | 0  | 0 $\frac{1}{2}$ | 3  | 6  | 1  | 10 | 0  | 3  |
| 1  | 6  | 0 $\frac{1}{2}$ | 4  | 0  | 1  | 10 | 6  | 3  |
| 2  | 0  | 1               | 4  | 6  | 1  | 15 | 0  | 3  |
| 2  | 6  | 1               | 5  | 0  | 2  | 20 | 0  | 3  |
| 3  | 0  | 1               | 7  | 6  | 2  |    |    |    |

When, on the passing of "The Postage Acts Amendment Act, 1893," it became possible to introduce the postal-note system in New South Wales, the other colonies were on the 16th August last invited by that colony to reciprocate in an extension of the system intercolonially. Queensland, Victoria, South Australia, and Tasmania have agreed to do so; but the Postmaster-General of New Zealand replied on the 16th September regretting his inability to fall in with the proposal, as he did not consider there was the same need for an exchange of postal-notes with New Zealand as there was between the Australian Colonies themselves; also, if extended to places beyond New Zealand, there would be great danger of fraud, &c.

Having heard the objections of New Zealand that its postal-notes are now issued without limit as to time of repayment, we have no recommendation to make beyond suggesting the reconsideration of the question by the New Zealand Post Office, in the interests of uniformity of practice.

21. UNITED KINGDOM: EXCHANGE OF POSTAL-NOTES WITH.

[For Draft Convention see on, Appendix C, page xv.]

A draft of the proposed Convention, as amended, is submitted in a separate report. With regard to the particulars (a) to (l) referred to us, they have been dealt with as follow :—

Form recommended for adoption :—

### VERIFICATION CERTIFICATE.

Despatch of the . . . , 189 . . .

(Failure of the Mail, failure of Registered Articles or of the Letter-Bill, Mail broken open, Mail torn, in a bad state, &c.)

ERRORS OF ACCOUNT DURING STATISTICS.

| Numbers of the Tables of the Letter-Bill. | Description of the Correspondence. | Declaration of of the Despatching Office. | Verification of the Receiving Office. | Cause of the Correction. |
|-------------------------------------------|------------------------------------|-------------------------------------------|---------------------------------------|--------------------------|
|                                           |                                    |                                           |                                       |                          |

Seen and accepted.

- .....189 .  
 Receiving Officers. The Chief of the Despatching Office.
- (b.) Question, Whether the Colonies might not fairly object to deliver English packets prepaid  $\frac{1}{2}$ d., whilst 1d. is levied in England?  
 Dealt with under 14 (a).
- (c.) Commercial papers—  
 (1.) Rate for.  
 See 14 (b).  
 (2.) What printed matter, if any, should appear in rate notices? and  
 (3.) "Expiry" notices of fire policies, &c.  
 See Convention.
- (d.) Should letters or commercial papers enclosed in envelopes bearing advertisements be allowed to pass at ordinary rates?  
 No objection; provided in draft Convention.
- (e.) Invoices—  
 (1.) As to nature of remarks, or instructions to customers, which may appear in addition to the name of the firm and a description of its business?  
 (2.) Printed with code-letters having a secret meaning? and  
 (3.) Should printed detached papers accompanying invoices be allowed or forbidden?  
 Dealt with in Convention.
- (f.) Type-writing: Facsimiles of.  
 Dealt with in Convention.
- (g.) Printed papers—  
 (1.) Special rate for publications such as "Australasian Ironmonger," and for magazines, Christmas numbers, &c.  
 Dealt with in Convention.  
 (2.) Minimum amount on printed papers to be  $\frac{1}{2}$ d.  
 Not recommended.
- (h.) Travellers' cards—  
 (1.) Conformity with Postal Union Regulations, as regards insertion of name and date of visiting in writing.  
 (2.) Postage on.  
 Dealt with in Convention.
- (i.) Charge made on packets closed against inspection. As to practice of colonies.  
 Dealt with in Convention.
- (j.) Unclaimed letters.  
 Dealt with in Convention.
- (k.) Uniformity of statistics.  
 Having ascertained the different views on the forms first submitted, we recommend that New South Wales be requested to submit amended forms, with a view to uniformity.
- (l.) Letter-cards: Intercolonially.  
 Dealt with in Convention. We recommend their introduction generally, and that the charge be  $1\frac{1}{2}$ d. each.

TELEGRAPH AND TELEPHONE.

23. DUPLICATE CABLE: SUBSIDY.

This matter has now been adjusted through the Agents-General, and no report is required.

25. TELEPHONE REGULATIONS.

We recommend that the Telephone Regulations in force in the various colonies be amended so as to admit of licenses being granted to private persons to erect Telephone Lines under regulations similar to those in force in Victoria. See page 205. "Victorian Postal Guide," January, 1894.  
 Queensland dissenting.

26. PRESS MESSAGE REGULATIONS.

We are unable to recommend any departure from the regulations now in force with regard to the mode of charging Press messages.

## 27. INTERCOLONIAL REPEATS.

(1.) Despatch *re* joining Telegraph Union.

We recommend that the Colony of Queensland be asked to join the Telegraph Union the same as the other colonies.

## (2.) For Corrections.

And that the recommendation of the Brisbane Conference be adhered to, but that the usual practice of division of receipts should be adopted intercolonially.

## 28. TELEGRAPH MONEY-ORDERS.

## (1.) Action taken.

## (2.) To be considered.

We find it impossible to agree on a uniform code of regulations to govern the transmission of telegraphic money-orders, and we advise that the Post Office of each colony adopts within its own territory such a system as it may deem expedient for its own and the public protection, and that the result of the working of each system be reported to the next Conference. The intercolonial regulations to remain as at present.

## 29. STANDARD DICTIONARY: WHETHER IT IS POSSIBLE TO FIX UPON A STANDARD DICTIONARY.

The Paris revision of the Berne Convention Regulation 20, paragraph 5, admits of any dictionary being used for the purpose of deciding the number of characters which may be passed in each word.

We do not consider it practicable to fix upon any particular dictionary as a standard.

## 30. RECTIFYING OF TELEGRAMS.

Dealt with under No. 27.

## 31. TELEGRAMS ADDRESSED TO INITIALS OR FICTITIOUS NAMES: WHETHER TELEGRAMS SO ADDRESSED SHOULD BE ACCEPTED FOR TRANSMISSION, OR ANY DISTINCTION MADE BETWEEN TELEGRAMS DELIVERABLE BY LETTER-CARRIER OR POSTE RESTANTE, AND TELEGRAMS DELIVERABLE IN THE ORDINARY WAY BY MESSENGER.

We recommend that telegrams addressed to initials be accepted for transmission, provided the initials be followed by a definite address such as:

A.O., Post-office, Sydney.

B.C., 27, George-street, Brisbane.

M.N., Care of John Brown, 301, Elizabeth-street, Melbourne.

D.O., Telegraph Office, Wellington.

No distinction should be made, whether delivered by letter-carrier, *poste restante*, or by messenger.

32. COMPLAINTS OF ERRORS IN TELEGRAMS TRANSMITTED TO AND FROM LONDON *via* THE ROEBUCK BAY CABLE AND WESTERN AUSTRALIA.

We suggest that this matter be referred to the Postmasters-General of South Australia and Western Australia for inquiry.

## 33. COLLECT TELEGRAMS.

We are unable to make any recommendation with regard to Collect Telegrams, owing to the difficulty of assimilating the regulations of the several colonies.

## ELECTRIC TRAMWAYS, LIGHT, AND POWER.

## 34. REGULATIONS FOR ELECTRIC-LIGHT AND POWER-WIRES: CONSIDERATION OF COMMITTEE OF EXPERTS' REPORT.

In view of the extension of electric-lighting to towns, we consider it very desirable, and recommend that the report of the Committee of Experts, which was laid before the Brisbane Conference, and which is published at pages 41 to 52 of the Proceedings of the Brisbane Conference, 1893, be adopted.

*Amended by the Conference.*

The above paragraph was agreed to with the addition of the words: "That a vote of thanks be recorded 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."

## MISCELLANEOUS.

## 35. EXPRESS MESSENGER SYSTEM, AND EXPRESS COMPANIES.

An express messenger company having been formed in Adelaide, a test case was tried, with the result that the defendants were fined a nominal sum of 10s., and costs £6 4s. 6d., for carrying letters sent otherwise than through the post. The Postmaster-General of South Australia wrote to the other colonies, and also to the London Post Office, on the subject, and a copy of the letter to the latter and the substance of the reply are attached hereto. It is clear that the practice is illegal under the laws of the different colonies, which are similar to those of South Australia; and we strongly recommend that no steps should be taken to legalise or sanction the operation of any such companies.

"SIR,— "General Post Office, Adelaide, 5th December, 1893.

"Some months since an Express Messenger Company was started in this city, which, amongst other things, undertook the delivery of invoices and circulars at considerably less cost to the senders than the ordinary rates of postage.

"The actual *modus operandi* was, I believe, to let the messengers in their employ out on hire at terms mutually agreed to.

"As this was considered an infringement of the Post Office Act (section 108, Part VI., 1891), an information was laid against the company as a test case, with the result that the defendants were fined a nominal sum of 10s., and costs, £6 4s. 6d.

"The principal of the company has since called my attention to statements (of which I enclose copies) extracted from the Melbourne *Argus* and *Age*, of 29th May, 1891, to the effect that a company carrying on similar operations in London has been licensed by the Postmaster-General.

"I enclose a copy of the newspaper report of the test case tried here, which may be of interest to you, and shall be glad to know whether it is true that the London company has been licensed, and, if so, upon what terms such license has been granted, and to what description of correspondence or postal matter it relates.

"Personally, it appears to me to be highly undesirable, at least in these colonies, where the postal service is necessarily carried out at a great cost relatively to the population, that a private company should be allowed to assume the functions of the Post Office, selecting, of course, the larger centres of population where the work can be performed at a profit.

"I have, &c.,

"CHARLES TODD,

"Postmaster-General and Superintendent of Telegraphs.

"The Secretary, General Post Office, London."

In reply to the foregoing, London writes strongly supporting the action taken by South Australia, fully endorses contention that hiring out messengers to deliver letters is in contravention of Act, and states that district messenger company licensed in London was connected with telegraph-call system, and permit for one depended upon maintenance of the other; and that even this concession was granted only as matter of expediency.

### 36. PAYMENT TO MASTERS OF VESSELS FOR CARRIAGE OF MAILS.

The New South Wales Post Office has made the following arrangement, which we consider fair and reasonable, and would therefore recommend that, if possible, a similar arrangement be made in the other colonies:—

For conveyance in harbours and on rivers, 3d. per lb. of letters and post-cards; 1s. 6d. per cwt. of other articles, comprising packets, books, parcels, and newspapers.

For conveyance between places on the New South Wales coast, 1s. 4d. per lb. of letters and post-cards; 3s. per cwt. of other articles (as above).

For conveyance beyond New South Wales, 2s. per lb. of letters and post-cards; 4s. 6d. per cwt. of other articles (as above).

The payments to be made only on the weight of contents of mails.

### 37. REPLY-PAID ENVELOPES.

Cav. R. G. Ravesi, of Catania, Italy, submits specimens of the "Columbus" Reply-paid Envelopes, which he has patented, and also submitted to all the other Postal Administrations of the Universal Postal Union. Mr. Ravesi says his envelope has many advantages, being safe, simple, and capable of being made of any shape or material, and by arrangement it could be universally used by Union countries; its adoption would vastly increase correspondence; it would be very profitable, and it would enable persons to insure replies from foreign countries, now attended with so much difficulty.

The Department points out that, before adopting such an envelope for international use, it would be necessary to re-open the question of an international postage-stamp.

We have no recommendation to make on this matter.

### 38. HOUR-ZONE SYSTEM.

This subject we leave to be dealt with by the Conference.

### 39. REGISTERED LETTERS FOR PROMOTERS OF RACING LOTTERIES.

*Registered Letters for Promoters of Racing Lotteries: Should Obstacles be placed in the way of their Registration?*

We have no recommendation to make, but consider that the matter should be left to each colony to deal with.

### 40. SHOULD ANY INQUIRY BE MADE AFTER NON-REGISTERED ARTICLES? IF SO, SHOULD A FEE BE PAID?

We recommend that the present practice be continued.

### 41. POSTAL GUIDE: MUTUAL ARRANGEMENT TO BE MADE FOR INSURING THE LATEST INFORMATION APPEARING IN THE RESPECTIVE QUARTERLY POSTAL GUIDES OF EACH COLONY.

We recommend that each colony furnish the other colonies, not later than the first week in the third, sixth, ninth, and twelfth month in the year, with all alterations *re* opening and closing of offices, changes of mail times, and other changes in which the other colonies are concerned; and we further advise that the Postal Guides of the various colonies be prepared as far as possible in uniform style.

42. POSTAL RATES: CONSIDERATION OF MR. HENNIKER HEATON'S PROPOSAL TO THE CHANCELLOR OF THE IMPERIAL EXCHEQUER, THAT GREAT BRITAIN ADOPT THE PENNY POSTAGE TO AUSTRALIA, THE POSTAGE FROM AUSTRALIA TO REMAIN AS AT PRESENT.

We consider it most undesirable for the United Kingdom to adopt the penny postage to Australia, as this would render the maintenance of the present existing rates from Australia very difficult; and we consider that the Colonies are not in a position to reduce their rate whilst having to pay large subsidies to insure speed and regularity in the delivery of the mails.

*Amended by the Conference.*

The above paragraph was agreed to with the addition of the following 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 rates, 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 2½d. 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 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government."

43. CIRCULARS SENT IN BULK TO SYDNEY FOR POSTING TO NEW ZEALAND.

We see no reason for interfering with the present practice.

44. REMITTING THROUGH TREASURY DEPARTMENT.

That the present arrangement, although causing inconvenience in some of the colonies, be allowed a further trial; and the result of its working be reported to the next Conference.

45. REDIRECTION: THAT PROCEDURE OF BRITISH POST OFFICE BE ADOPTED IN REGARD TO CHARGE FOR.

Dealt with in Convention.

The following additional subject has been dealt with, and our recommendation is submitted:—

46. AS TO DELAY IN INTERNATIONAL MESSAGES IN CONSEQUENCE OF INTERRUPTIONS IN INTERNATIONAL LINES.

Complaints having been made by the Chamber of Commerce at Adelaide, and by Reuter's Agent for Australasia, that the receivers of private telegrams are put to great disadvantage on account of precedence being given to Press messages when there is an accumulation of international telegrams, caused by interruption of the lines, we recommend, with a view of obviating this, that during the day messages take their ordinary turn, but that, after 8 o'clock in the evening, precedence be given to Press messages in the interests of the general public.

[This paragraph was struck out by the Conference.]

W. GRAY, Chairman.  
S. H. LAMPTON.  
JAMES SMIBERT.  
CHARLES TODD.  
JOHN McDONNELL.  
R. A. SHOLL.



## APPENDIX C.

DRAFT OF AUSTRALASIAN POSTAL CONVENTION  
SUBMITTED TO THE CONFERENCE BY HEADS OF  
DEPARTMENTS.

[See also Appendix B, pages x. and xi.]

*Presented at the Meeting of the Postal Conference held in Auckland, on Monday, the  
19th March, 1894.*AGREEMENT REGULATING THE EXCHANGE OF CORRESPONDENCE BETWEEN THE AUSTRALASIAN  
COLONIES.*Article 1.*

THERE shall, as far as practicable, be an exchange of correspondence between the Australasian Colonies, one with the other, comprising letters, letter-cards, post-cards, newspapers, printed matter of every kind, packets (as per definition appended to Article 12), parcels, and such other postal articles as may be mutually agreed upon, originating in any one colony and addressed to and deliverable in another.

*Article 2.*

The rates of postage to be collected in each colony on intercolonial correspondence shall be as follows, viz. :—

|                                                                                                                                                                       |     |     |     |     |     |     |                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------------------------------|
| Letters                                                                                                                                                               | ... | ... | ... | ... | ... | ... | 2d. per $\frac{1}{2}$ oz.                                                                                   |
| Letter-cards                                                                                                                                                          | ... | ... | ... | ... | ... | ... | 1 $\frac{1}{2}$ d. each.                                                                                    |
| Post-cards                                                                                                                                                            | ... | ... | ... | ... | ... | ... | 1d. each.                                                                                                   |
| Reply-cards                                                                                                                                                           | ... | ... | ... | ... | ... | ... | 2d. each.                                                                                                   |
| Books, not exceeding 4oz.                                                                                                                                             | ... | ... | ... | ... | ... | ... | 1d.                                                                                                         |
| And for every additional 4oz. or portion of 4oz. (up to 5lb.)                                                                                                         | ... | ... | ... | ... | ... | ... | 1d.                                                                                                         |
| Magazines, not exceeding 8oz.                                                                                                                                         | ... | ... | ... | ... | ... | ... | 1d.                                                                                                         |
| Every additional 4oz.                                                                                                                                                 | ... | ... | ... | ... | ... | ... | $\frac{1}{2}$ d.                                                                                            |
| Commercial and printed papers, not exceeding 2oz.                                                                                                                     | ... | ... | ... | ... | ... | ... | 1d.                                                                                                         |
| Every additional 2oz. up to 4lb.                                                                                                                                      | ... | ... | ... | ... | ... | ... | 1d.                                                                                                         |
| Packets, not exceeding 2oz.                                                                                                                                           | ... | ... | ... | ... | ... | ... | 1d.                                                                                                         |
| And for every additional 2oz. or fraction of 2oz. (up to 1lb.)                                                                                                        | ... | ... | ... | ... | ... | ... | 1d.                                                                                                         |
| Newspapers, as hereinafter defined, not exceeding 10oz. in weight,                                                                                                    | ... | ... | ... | ... | ... | ... | $\frac{1}{2}$ d. each, and, if over 10oz., $\frac{1}{2}$ d. for every additional 10oz. or fraction thereof. |
| Newspapers—Bulk parcels of newspapers of the same issue, posted by the publisher or newsvendor, and which have been registered or accepted by the Postmaster-General, | ... | ... | ... | ... | ... | ... | 1d. per lb. No parcel containing less than four newspapers to pass at bulk rates.                           |
| Registration-fee, 3d., in addition to ordinary postage.                                                                                                               | ... | ... | ... | ... | ... | ... | Acknowledgment of receipt, 2 $\frac{1}{2}$ d.                                                               |
| Parcel Post—For each parcel not exceeding 1lb.                                                                                                                        | ... | ... | ... | ... | ... | ... | 8d.                                                                                                         |
| Each additional 1lb., or fraction thereof                                                                                                                             | ... | ... | ... | ... | ... | ... | 6d.                                                                                                         |

*Article 3.*

Wholly unpaid and insufficiently prepaid letters, and insufficiently prepaid packets and newspapers, may be forwarded from one colony to another; but wholly unpaid packets and newspapers shall not be sent.

*Article 4.*

Correspondence forwarded as fully prepaid from one colony to another shall be delivered free of all charge whatsoever; but wholly unpaid, where allowed, and insufficiently prepaid correspondence so forwarded shall be charged on delivery with double the deficient postage due thereon.

*Article 5.*

No accounts shall be kept between the Postal Departments of the several colonies enumerated on the intercolonial letters and post-cards exchanged between them, but each shall retain to its own use the whole of the postage and fees which it may collect, except as regards articles sent by parcel-post, which are to be dealt with as provided for under Article 21.

*Article 6.*

On correspondence despatched to places beyond Australasia the despatching colony shall pay to each colony through which such correspondence shall be conveyed by rail the sum of 4d. per pound of letters, and 4s. per hundredweight of other articles.

*Article 7.*

Prepayment of postage on every description of correspondence shall be effected only by means of postage stamps valid in the colony of origin, or (in cases where the despatching Postmaster is out of stamps) by money, except where the laws or regulations of any colony permit the payment in money of the postage on large numbers of circulars or newspapers forwarded by one person.

*Article 8.*

Letters which from any cause cannot be delivered shall be mutually returned, tied in a separate bundle labelled "Dead letters," to the respective colonies of origin without charge, monthly, or as frequently as the regulations of the respective colonies will permit. But newspapers, and all other articles of purely printed matter, which from any cause cannot be delivered, shall be retained at the disposition of the receiving colony.

*Article 9.*

Wholly unpaid and insufficiently prepaid correspondence shall be stamped in black ink on the address side with the letter T, and the amount of postage chargeable under Article 4 shall also be expressed in plain figures in black ink on the face thereof, and such sum shall be collected on delivery.

*Article 10.—Verification of the Mails.*

1. The office of exchange which receives a mail ascertains whether the entries in the letter-bill and in the registered-letter list, if there be one, are correct.

The mails must be delivered in good condition. Nevertheless, the receipt of a mail cannot be refused on account of its bad condition. In the case of a mail for an office other than that which has received it, it must be packed up afresh, but the original packing should be preserved as far as possible. The repacking is preceded by a verification of the contents, if there is reason to suppose that they are not intact.

2. When the office of exchange detects errors or omissions, it immediately makes the necessary corrections on the letter-bills or lists, taking care to strike out the erroneous entries with a pen in such a manner as to leave the original entries legible.

3. These corrections are made by two officers. Except in the case of an obvious error, they are accepted in preference to the original statement.

4. A verification-certificate (in accordance with the form printed on page x.) is prepared by the receiving office, and sent without delay, officially registered, to the despatching office. At the same time a duplicate of the verification-certificate is sent by the receiving office to the administration to which the despatching office is subordinate.

In the case contemplated in paragraph 1 of the present article, a copy of the verification-certificate is inserted in the repacked mail.

5. The despatching office, after examination, returns the verification-certificate with any observations to which it may give rise.

6. In case of the failure of a mail, of a registered article, of the letter-bill, or of the special list, the fact is immediately reported, in such form as may be desired, by two officers of the receiving office, and notified to the despatching office by means of a verification-certificate. If needful, the latter office may also be advised thereof by telegram, at the expense of the office which sends the telegram.

7. In case of the loss of a closed mail, intermediate offices become responsible for the registered articles contained in the mail, within the limits of Article 8 of the Vienna Convention, provided that the non-receipt of such mail shall have been notified to them as soon as possible.

8. In case the receiving office shall not have forwarded by the first mail to the despatching office a verification-certificate reporting errors or irregularities of any kind, the absence of that document is to be regarded as evidence of the due receipt of the mail and its contents, until the contrary be proved.

*Article 11.*

The following shall be considered as a newspaper, and be allowed to pass as such, viz. :—

- (a.) A publication consisting wholly or in great part of political or other news, or other articles relating thereto, or to other current topics, with or without advertisements.
- (b.) It must be printed and published in numbers at intervals not exceeding one month.
- (c.) The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date at the top of every subsequent page. This regulation applies also to "Tables of Contents" and "Indices."
- (d.) A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on paper; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the paper. It must in every case be published with the paper, bear the printer's name, and have its title and date printed at the top of every page: or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side. Insets, handbills, or advertisement sheets are not supplements; but sheet almanacs may pass as such if marked "Supplement," and bearing the title and date of the newspaper, and the name of the printer of the newspaper.
- (e.) Collected numbers of any publication registered as a newspaper shall not be transmitted through the post as a single newspaper, but postage will be charged on each number of issue comprised therein.
- (f.) Every newspaper may be sent with or without a cover, and must be open at both ends; and there shall not be in or upon any such newspaper or the cover thereof any communication, character, figure, letter, or number (other than the words "Newspaper only"; or a mark to indicate any report, article, or paragraph therein; the printed title of such newspaper; the printed names, occupations, and places of business of the printer, publisher, and vendor thereof; the name, occupation, and address of the person to whom it is sent; and the name of the person who sends the same); nor shall anything be enclosed in or with or accompany such newspaper or cover, otherwise such newspaper shall not be transmitted or delivered.

Any publication fulfilling the above conditions can, upon payment of a fee of 5s., be registered at the General Post Office of the colony of publication for circulation as a newspaper, and also for transmission to places abroad, and unless so registered it cannot be transmitted as a newspaper: Any newspaper complying with the foregoing definition, registered in Great Britain or in any of the colonies, may be posted in any other country or colony (except Queensland) at newspaper rates of postage.

When, owing to a great influx of newspapers the transmission or delivery of letters would be delayed if the whole mail were dealt with without distinction, newspapers may be kept back till the next despatch or delivery.

#### Article 12.

All correspondence, not otherwise provided for or defined herein, shall be classified under the heading: (1) Books; (2) Magazines; (3) Commercial and printed papers; and (4) Packets: and the list and definition of each shall be as follows:—

1. The following shall be considered as books, and be allowed to pass as such, viz.:—

Printed books, pamphlets, printed music (bound or loose), photographs, and, generally, anything printed and bound and published in book form.

Catalogues and reports of societies or companies are not accepted as books intercolonially, even if published in book form.

2. The following shall be considered as magazines, and be allowed to pass as such, viz.:—

Magazines, reviews, serials, and other publications published at intervals of not exceeding three months, that do not come within the definition of newspapers.

3. The following shall be considered as commercial and printed papers, and be allowed to pass as such, viz.:—

Acceptances.

Accounts, receipted or unreceipted. The remark "With thanks" will be allowed; but either printed or written communications in the nature of a letter, or of the character of actual or personal correspondence, by code or otherwise, are chargeable as letters. Invoices may be receipted, and may advise when or how the goods are forwarded, but may contain no other printed or written matter, nor anything in the nature of actual or personal correspondence, by code or otherwise. They may, however, bear ordinary trade notices, whether printed or impressed with a rubber or other stamp, such as, "All empties returned must be advised;" "When remitting, please return the statement to be receipted;" "Terms, cash in advance;" "Terms, 2½ per cent. discount for cash."

A packet containing a mixture of commercial and printed papers will be treated as if the whole contents were commercial.

Affidavits.

Balance-sheets and reports (printed) of public societies and companies.

Bankers' parcels (*i.e.*, packets sent from one bank to another), containing bank-notes, cheques, cheque-books, drafts, or orders, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that the packets contain nothing of the nature of a letter. Packets containing bank-notes must be registered if sent from one colony to another, and cannot be forwarded at packet rates to the United Kingdom or to New Zealand or Western Australia.

Bank pass-books may be sent from or to any bank at packet rates, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that pass-books only are being transmitted. The packet must be indorsed "Pass-book only."

Bills of exchange.

Bills of lading and ships' manifests.

Briefs.

Cards (other than birthday, Christmas, Easter, or New Year cards), either plain or bearing printed matter or pictures, or both (the name only of the addressee may be written on the face of such cards).

Cards: Birthday, Christmas, Easter, or New Year cards may have written on them complimentary or such like remarks, together with the names and addresses of the senders and of the person for whom the cards are intended, also the date of sending. (For example: "To John Smith, with best wishes, from Mary Smith. Christmas, 1891.") But cards having messages or other communications written on them, such as "Hoping to see you shortly," "Be sure to write soon," will be liable to letter rate of postage.

Cards: Travellers' cards or circulars may be sent at packet rates, and, if necessary, may include a catalogue or list of prices. They may also bear the date and name of the traveller.

Catalogues, printed (prices, in figures, may be written).

Circulars, *i.e.*, letters wholly printed, engraved, lithographed, chromographed, or produced by other mechanical process, bearing internal evidence that they are intended for transmission in identical terms to several persons (the name of the addressee may, however, be added in writing); but in the case of circulars not wholly printed in ordinary type or engraved or lithographed, that is, circulars produced by other mechanical process, such as chromography, copying-press, type-writer, or imitations thereof, at least twenty copies of such circular must be submitted to the post office and be posted at the same time in order to constitute it a circular, otherwise every copy will be charged letter rates.

Deeds, or copies thereof. Depositions. Drafts. Drawings.

Engravings. Examination papers (corrections allowed, but nothing in the nature of a letter).

Fashion-plates, or similar publications.

Insurance documents, not being in the nature of a letter.

- Invoices (see Accounts *supra*).
  - Legal documents, not being in the nature of a letter.
  - Manuscript for printing.
  - Maps.
  - Music (written).
  - Notices of meetings, of subscriptions, calls, or premiums due, printed, engraved, lithographed, or produced by other mechanical process (names, dates, and amounts only to be inserted in writing).
  - Pass-books or cards connected with any society.
  - Pay-sheets.
  - Placards.
  - Plans.
  - Policies of insurance.
  - Powers of attorney.
  - Prices-current, printed (prices of articles included therein may be filled in in writing).
  - Printed matter.
  - Printers' proofs.
  - Prints.
  - Prospectuses (printed).
  - Rate notices, not being of the nature of a letter.
  - Receipts (see Accounts).
  - Recognizances.
  - Reports (printed) of societies or public companies.
  - Returns or periodical statements, if so indorsed on the cover.
  - Scrip.
  - Specifications.
  - Stock-sheets.
  - Valentines (printed).
  - Way-bills.
4. The following shall be considered as packets, and allowed to pass as such, viz. :—
- Bottles containing fluid, &c.; very securely corked so that their contents cannot escape, and packed in boxes sufficiently strong so as to prevent breakage of the bottles and damage to the mails.
  - Glass, if securely packed so as not to damage contents of mail.
  - Merchandise.
  - Mineral specimens.
  - Paintings.
  - Paper.
  - Parchments or vellum.
  - Patterns (manufacturers' or trade-mark, and prices may accompany them).
  - Photographs (not on glass, except in cases of leather, or other strong material).
  - Pictures.
  - Queen bees, &c. (see Regulation No. 16).
  - Samples (manufacturers' or trade-mark, and prices may accompany them).
  - Seeds.
  - Wedding-cake (securely packed).
- Other articles similar to above can also be forwarded as packets.

#### *Book and Packet Regulations.*

1. All packets containing bank-notes, jewellery, or articles of high value must be registered, or they will be officially registered and charged double registration fee on delivery. Coin and bullion will be passed at letter-rates only, and must be registered.
2. None of the articles mentioned in the above list will be forwarded as packets beyond the limits of the colony, if the law or postal regulations of the colony or country to which they may be addressed prohibit their reception into such colony or country as packets.
3. If any articles, which can only be sent if paid as letters, are posted bearing the packet rate of postage, they will be treated as insufficiently-paid letters; and no packet must contain anything of an epistolary character, except as herein provided for.
4. Officers of the Post Office may examine the contents of any package for the purpose of ascertaining whether they are in accordance with these regulations, but such officers must securely refasten any packet so opened; but this authority does not apply to bankers' parcels containing notes.
5. Books and packets may be sent through the post without a cover (but not fastened with anything adhesive such as gum, sealing-wax, &c.), or in a cover entirely open at one end or side, or with the flap left unsealed, or fastened with a binder; if the cover be slit the opening must be to the full extent of the end or side, and the contents must be easy of withdrawal. For the greater security of contents the packets may be tied with string, but in such cases postal officials are authorised to cut or untie the string, but if they do so they must securely tie up the packets. Officers will, however, if possible, satisfy themselves as to contents without withdrawing them.
6. Samples of seeds, drugs, &c., which cannot be sent as open packets, may be enclosed in bags or boxes (fastened so as to be easily undone and refastened) except where disallowed by the regulations of the foreign countries.
7. If the above conditions be not complied with, the packets will be regarded as insufficiently-

paid letters and charged accordingly; but if, on the opening in the Dead Letter Office of a letter which has been surcharged and refused by addressee in consequence, it is found to contain enclosures entitled to pass at packet rates, and if it was fully prepaid at such rates, it shall be at once forwarded to its address without charge. If, on a letter surcharged as above the addressee shall open it in the presence of a postal official, and it be found to contain matter entitled to pass at packet rates, the surcharge may be refunded on application to the Head Office.

8. Postal officials may refuse to receive any packets under Class 4 exceeding 16oz. in weight.

9. No article to exceed 2ft. in length, 1ft. in depth or breadth, or, if in a roll, 2ft. 6in. in length, or to be of inconvenient form.

10. Books may have on the title-page complimentary or such like remarks, as per regulation in the case of Christmas, Easter, and New Year cards, and passages in a book to which it is desired to call attention may be marked with a single stroke.

11. When, owing to a great influx of books, commercial and printed papers, and packets, the transmission or delivery of letters would be delayed if the whole mail were dealt with without distinction, such articles may be kept back until the next despatch or delivery.

12. Prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or a mixture of them,

13. All legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached, as also rollers in case of prints or maps, markers, whether of paper or otherwise, in the case of books, or whatever is necessary for the safe transmission of such articles or usually appertains thereto.

14. Articles liable to injury by stamping, or being pressed in mail-bags, should not be sent through the post unless securely packed.

15. The following articles are not allowed to be sent as packets: Gold or silver money, jewels, or precious articles, or anything liable to Customs duty, addressed to any country in the Postal Union except the United Kingdom, unless specially permitted by the regulations of such country, in which cases they may be forwarded if paid letter-rate and registered.

Glass, except as provided under Class 4, and perishable substances such as game, fish, flesh, fruit, vegetables, or any other matter or thing likely to be injurious to or endanger the officers of the post-office or the contents of the mail-bags.

Photographs on glass, when not in strong cases.

Anything sealed or fastened against inspection.

Packets bearing on the outside or containing any profane, obscene, or libellous address, signature, picture, or thing.

Packets posted in fraud or violation of the Postal or Customs laws.

16. Queen-bees, and live but harmless entomological specimens, will be transmitted by post to any country or colony where allowed by local regulations.

All live specimens must be secured in strong, safe, and properly ventilated boxes or cages of wood or metal. Specimens enclosed in cardboard or other fragile material will not be forwarded.

Size of box or cage not to exceed 12in. x 6in. x 4in. Each box or cage to bear a label, securely attached, giving name and address of sender and particulars of contents.

Boxes, &c., posted in violation of these conditions, or *addressed beyond the colony*, except where allowed by local regulations, or containing poisonous or dangerous live specimens, or improperly or insecurely packed, will not be transmitted.

#### Article 13.

The despatching colony shall pay to the forwarding colony whatever sums may be payable to masters of vessels under the regulations of the forwarding colony on any correspondence to be sent on to another colony or country by sea, it being understood that these rates shall not apply to correspondence conveyed by mail vessels under contract with any Australasian colony or colonies.

#### Article 14.

Each mail despatched from one colony to another shall be accompanied by a letter-bill, on which shall be stated the contents of the mail, and, if registered correspondence be enclosed, the same shall be plainly stated. If correspondence to be forwarded on to destination by sea be sent in closed transit-mails, the total number of letters and packets for each office of destination shall be stated in black ink on the labels of the bags.

#### Article 15.

The receipt of a mail at the office of exchange in one colony from that of another shall be acknowledged by return mail on the prescribed form, in which shall be pointed out any discrepancies which may occur.

#### Article 16.

Registered articles must bear the impression of a stamp reproducing conspicuously the capital letter R in Roman type under the word "Registered," such impression to be placed on the address side of the letter or packet. By each mail containing registered correspondence shall be forwarded a registered letter-list, on which shall be entered the following particulars respecting every such article, viz.: The name of the office of origin, the name of the addressee, and number given to the article by office of origin.

In order that registered letters, packets, &c., may be readily distinguished from those unregistered, each registered letter or packet shall be marked with *red or blue pencil* (in imitation of tape) in the following manner:—

|                                                                     |                                                                                                  |
|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Registered<br>No. 42.<br><br><b>R</b>                               | <div style="border: 1px solid black; padding: 2px; text-align: center;">Postage<br/>Stamp.</div> |
| <i>John Brown, Esq.,</i><br><i>George Street,</i><br><i>Sydney.</i> |                                                                                                  |

|  |  |
|--|--|
|  |  |
|--|--|

*Article 17.*

Registered articles shall be made up in a separate packet from ordinary correspondence, and shall be suitably enclosed and sealed so as to preserve the contents. The post offices of the respective colonies undertake no liability with respect to any correspondence, registered or otherwise, which may be lost in transmission.

*Article 18.*

Where articles supposed to contain money, &c., are observed passing through the post unregistered, the same shall be officially registered, and the addressee shall be subjected to a charge equal to double the ordinary registration-fee upon delivery of such article; but letters, &c., containing money-orders, postal-notes, crossed cheques, and non-negotiable enclosures need not be registered.

*Article 19.*

When an acknowledgment of receipt of a registered article is required from the addressee such article must be stamped with the letters "A.R.," and the post-office of destination will obtain the necessary acknowledgment duly filled up and transmit it to the sender. An inquiry respecting the delivery of any registered article must be accompanied by a fee of 2½d.

*Article 20.*

Except where contrary to the laws and regulations of any colony, no charge will be made for the re-direction of letters (including registered letters), whether re-directed by an officer of the post-office or by an agent of the addressee, after delivery, provided in the latter case that the letters are reposted not later than the day (Sundays and public holidays not being counted) after delivery, and that they do not appear to have been opened.

Re-directed letters which are reposted later than the day after delivery will be liable to charge at the prepaid rate. Any which appear to have been opened will be chargeable as freshly posted unpaid letters.

*Article 21.—Intercolonial Parcel-Post.*

The following are the regulations under which parcels will be accepted from the public:—

1. Limit of weight: 11lb., except where otherwise stated in the Postal Guides of the several colonies.
2. Limit of size: 3ft. 6in. in length, or 6ft. in length and girth combined, unless otherwise specified in Postal Guide.
3. The postage must be fully prepaid by stamps affixed to the parcels.
4. Parcels to be received at and delivered from parcel-post offices only.
5. The sender of any parcel to be required to sign a declaration, on a form provided for the purpose (to be obtained free of charge at any parcel-post office), furnishing an accurate statement of its contents and the value thereof, address of the addressee, as well as the sender's signature and place of abode.
6. Parcels with regard to which a false declaration shall have been made may be confiscated.
7. A certificate of posting may be obtained, if desired, and applied for at the time by the person posting a parcel, on payment of a fee of 3d.
8. No parcels will be received or delivered which contain articles of an explosive, combustible, dangerous, or offensive character, live animals, or articles likely to injure other parcels, or articles the admission of which is not authorised by the Customs or other laws and regulations of the countries to which such articles may be addressed. All prohibited articles may be forthwith confiscated.

9. No parcel may contain any letter, or communication of the nature of a letter; and should any letter or communication be enclosed, such letter or communication will be treated as an unpaid letter, and charged for accordingly.

10. No parcel may consist of or contain two or more parcels addressed to different persons at different addresses. If such parcel be discovered, each of its contents will be treated as a separate parcel and be charged for accordingly.

11. In the case of parcels from the United Kingdom, or any other country or colony, their contents will be examined by the Customs officers employed in the post-office; and where duties are payable, the same must be paid or remitted before the parcels are delivered.

12. The necessary Customs entries will be passed free of cost to the addressees of parcels received.

13. Parcels will be delivered in accordance with the Inland Parcel-Post Regulations of the several colonies.

14. In the event of any parcel being addressed to a place beyond the limits for the transmission of parcels, the addressee, on being advised of the arrival of the parcel at the General Post Office, must state to what parcel-post office he wishes the parcel to be forwarded.

15. Parcels will be retained at the post-office to which they are sent for delivery for a period of three months, when, if unclaimed, they may be returned to the sender, through the colony from which they were received. Should any parcel be refused by the addressee, it may be forthwith returned to the sender, subject, however, to fresh postage and any other charges to which it may become liable.

16. If a parcel cannot be delivered from any cause, the sender will, if possible, be consulted as to its disposal.

17. Parcels returned to another country at the request of the sender will be surcharged with the ordinary parcel postage. Such surcharge, together with any other charges to which the parcel has become liable, will be collected on delivery, unless remitted by the sender or the addressee of the parcel.

18. At the written request of either the sender or addressee, or the authorised agent of either, a parcel can be redirected to another country with which arrangements have been made for the exchange of postal parcels, but will be subject to fresh postage and any other charges to which it may have become liable, which must be either prepaid or collected on delivery.

19. Parcels which cannot be delivered, or redirected, or returned to the sender, will be sent back to the colony from whence they came.

20. The contents of parcels returned to the colony, being unclaimed or undeliverable, which cannot be returned to the sender, will be sold or destroyed by the order of the Postmaster-General.

21. The contents of parcels should be securely packed and closed in such a manner as to preserve them from injury.

22. Parcels will only be received and forwarded at the risk of the owners. In no case will the Postmaster-General be responsible for the delay, non-delivery, injury, or loss of any parcel.

23. No current coin or bullion shall be allowed to be sent by parcel-post.

#### Article 22.

The commission chargeable on money-orders exchanged intercolonially to be as follows:—

|               | £  |     |     |     |     | s. | d. |
|---------------|----|-----|-----|-----|-----|----|----|
| Not exceeding | 2  | ... | ... | ... | ... | 0  | 6  |
| "             | 5  | ... | ... | ... | ... | 1  | 0  |
| "             | 7  | ... | ... | ... | ... | 1  | 6  |
| "             | 10 | ... | ... | ... | ... | 2  | 0  |
| "             | 12 | ... | ... | ... | ... | 2  | 6  |
| "             | 15 | ... | ... | ... | ... | 3  | 0  |
| "             | 17 | ... | ... | ... | ... | 3  | 6  |
| "             | 20 | ... | ... | ... | ... | 4  | 0  |

#### Article 23.

Where one person has occasion to send more than one telegraphic money-order to the same person he shall only be charged for one message of advice.

#### Article 24.

This Convention shall come into operation on the 1st July, 1894, so far as the laws and regulations of the several colonies will permit.

W. GRAY, Chairman.  
S. H. LAMBTON.  
JAMES SMIBERT.  
CHARLES TODD.  
JOHN McDONNELL.  
R. A. SHOLL.



## APPENDIX D.

## PAPERS RELATING TO THE FEDERAL MAIL SERVICE.

*Laid upon the Table by the Hon. Dr. Cockburn, Minister of Education and Agriculture, South Australia, and ordered to be printed.*

## No. 1.

## CORRESPONDENCE RELATIVE TO THE FEDERAL MAIL CONTRACTS.

The Hon. the POSTMASTER-GENERAL and SUPERINTENDENT of TELEGRAPHS, Adelaide, to Sir S. A. BLACKWOOD, K.C.M.G., London.

Post Office and Telegraph Department;

SIR,—

General Post Office, Adelaide, 5th June, 1893.

I have the honour to forward herewith three copies of the Report of the Conference held in Brisbane in March, 1893, and shall be obliged if you will favour me at an early date with your opinion respecting the suggestion in regard to the Federal mail-contracts.

I have, &c.,

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.

Sir S. A. Blackwood, K.C.M.G., General Post Office, London.

## No. 2.

Mr. H. B. FORMAN, General Post Office, London, to the POSTMASTER-GENERAL, South Australia.

SIR,—

General Post Office, London, 1st September, 1893.

The Postmaster-General has had before him your letter of the 5th June, No. 6336, forwarding copies of the Report of the Brisbane Postal and Telegraph Conference of 1893, and asking the opinion of this department respecting the suggestion in regard to the Federal mail-contracts.

I apprehend that this inquiry is made by you on behalf, not only of South Australia, but also of the other Australian Colonies, and, taking it to relate to the series of resolutions passed at the Conference, as recorded at pages 5 to 12 of the report, I have, of course, pointed out to Mr. Morley how considerable are the questions which the resolutions in the aggregate raise.

Subjects of so much importance naturally demand, and will certainly receive, the most careful consideration on this side; but it is scarcely to be doubted that some of them will need prolonged discussion before they can be finally settled.

With reference to the suggestion that fresh tenders for the packet service between this country and Australia should now be invited, Mr. Morley directs me to call the attention of the colonial Governments, through you, to the shortness of the time which remains for an exhaustive discussion of anything in the shape of a revised contract to come into force on the 1st February, 1895, especially if, as appears to be desired, the tenders are to be submitted to the Colonial Governments.

Although there has not yet been time to examine the bearings of all the resolutions maturely, it is evident that they point to an improved service, and therefore, in all probability, to a more expensive service than at present; and I am to state that, although six years ago the Imperial Government consented, at a considerable financial sacrifice, to enter into the present joint arrangement for the packet service for seven years, the present moment is especially inopportune for any increase of Imperial expenditure. Hence, if the suggestion of an improved service under more arduous conditions for the Mother-country were pressed, it might even become a question whether some such system as that in vogue before 1888 might not have to be reverted to, the Imperial Post Office providing a mail conveyance as far as Ceylon, and the Australian Colonies providing a line of packets to that island, as formerly.

Such an arrangement would obviously compare unfavourably with the present, except as regards economy; and Mr. Morley desires to assure the Colonial Post Offices that he would be sorry to have to resort to that plan. He is disposed to think that, if the present arrangements could be maintained intact until the 31st of January, 1898, when the India and China contract is terminable, there would be a better chance of coming to satisfactory conclusions in connection with the difficulties arising from the Brisbane suggestions, while the Canadian Pacific scheme would doubtless be considerably advanced, and the financial situation both here and in the colonies might have become more favourable.

I am to state that, even if other suggestions could be adopted unhesitatingly, the term of seven years proposed for any new contract or contracts would be open to very grave objections, because, in the present state of steam communication with the various parts of the empire in the east, it is greatly to be desired that no one section of the packet service of the future should be prejudiced when the time comes for revision, by the fact that other sections have still a term to run.

Although, therefore, the Postmaster-General cannot pledge himself even to the continuance of the present arrangements after the 31st January, 1895, the clear advantages of co-terminous contracts for all the eastern packet services cannot be ignored, and he would be glad to learn whether, in the event of the Imperial Post Office and the contractors being willing to continue the service on the present terms till the 31st January, 1898, such a scheme would be agreeable to the colonies.

The Postmaster-General, South Australia.

I am, &c.,

H. BUXTON FORMAN.

### No. 3.

Mr. H. B. FORMAN, General Post Office, London, to the POSTMASTER-GENERAL, South Australia.

SIR,—

General Post Office, London, 26th January, 1894.

On the 23rd of this month I had the honour to telegraph to you in the following terms: "How soon answer letter 1st September, Federal Service?" and I received yesterday your reply, from which it appears that the question dealt with in my letter of the 1st of September last (No. 336 T), will be considered at an intercolonial Conference to be held at Wellington in March.

The Postmaster-General, of course, sees how desirable it is that the Colonial Governments should have time to examine thoroughly the highly-important question of the mail-service between the Mother-country and the Colonies, and he is also anxious that no final decision should be come to by Her Majesty's Government until every aspect of the question has been carefully gone into.

It will be obvious to you that by the time the Conference, which is to commence its deliberations in March next, has discussed the present phase of the question and communicated the results arrived at to Her Majesty's Postmaster-General, so long a period will have elapsed since the subject was first brought forward that the interval remaining before the expiration of the present contracts will not suffice for the arrangement of a service under fresh conditions to commence on the 1st of February, 1895.

In these circumstances the Postmaster-General feels that, unless some immediate step is taken, inconvenience may be caused to the public both here and in the Colonies, and in order to obviate this he would be willing to arrange for the continuance of the service in its present conditions till the 31st of January, 1896—that is to say, for one year beyond the contract time, so that no interests may be unduly prejudiced by the prolonged discussion which seems likely to take place on the larger issues. Mr. Morley has reason to believe that the contractors would consent to such an arrangement.

Perhaps you will be so good as to suggest to your colleagues at the coming Conference that this question of a year's continuance of the service on existing terms and conditions should be at once considered, and that if, as the Postmaster-General anticipates, the Colonial Governments accept his suggestion, a reply in that sense should be telegraphed on the earliest possible date.

It is still desirable that the original question put in my letter of the 1st September, namely, whether the Colonies would be willing to agree to a three years' continuance of the service in present conditions, should be answered as soon as convenient, although the Postmaster-General cannot even now pledge himself to the continuance of the present service for more than one year.

As it is probable that you may have left Adelaide for Wellington before the arrival of this letter, I am addressing it to you in duplicate—sending one copy to Adelaide and one to Wellington.

I am, &c.,

The Postmaster-General of South Australia.

H. BUXTON FORMAN.

### No. 4.

#### FEDERAL MAIL-SERVICE CONTRACT.

*Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.*

The Hon. Mr. HENRY to the Hon. Mr. WARD.

(Telegram.)

Hobart, 14th February, 1894.

HAVE received letter from Government of Victoria *re* communication from London Post Office; subject, Ocean mail-contract. I concur with Victoria that resolution passed at Brisbane Conference, March, 1893, should be adhered to: That it should be a condition of the new Ocean mail-contract that the steamers should be required to afford conveniences for the carriage of frozen meat, butter, fruit, and other products of Australia, at stipulated maximum rates of freights for the same; the tenderers shall state what cold-storage space they will be prepared to supply, having due regard to the requirements of each colony. Kindly support same as representative acting for Tasmania.

JOHN HENRY, Treasurer.

The Hon. J. G. Ward, Postmaster-General, Wellington, New Zealand.

## FUTURE FEDERAL MAIL-SERVICE CONTRACTS.

RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS AS TO TERMS AND CONDITIONS OF FUTURE FEDERAL MAIL-SERVICE CONTRACTS, AS AGREED TO BY THE CONFERENCE.

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

2. The following to be the principal conditions :—

- (a.) That alternative tenders be called for five or seven years.
- (b.) That greater regularity in the time of the arrival of mails be insisted upon, as under the present arrangement of slow and fast vessels the equal weekly interval is destroyed.
- (c.) That the time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days, or such lesser time as tenderers may offer.
- (d.) That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Fremantle or Albany both ways, the outward steamers to stay at the port of call not less than six hours.
- (e.) That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian Colonies or any of them.
- (f.) That in any future contract the term "mails" shall be held to include parcels, but the parcels to be conveyed wholly by sea as at present.
- (g.) That the steamers call at Colombo both ways.
- (h.) That it should be a condition of the new ocean mail-contract that the steamers should be required to afford conveniences for the carriage of frozen meats, butter, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same, and that tenderers shall state what cold-storage space they will be prepared to supply, having due regard to the requirements of each colony.
- (i.) That the other general conditions of the present contracts be continued.
- (j.) Tenderers to state what class of labour they intend to employ in their vessels, and that a recommendation be made to the Imperial authorities that mail-steamers should be manned by white crews.

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

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

5. That the day of departure from Adelaide be Friday if possible, or, if not, Thursday, not earlier than 2 p.m., reaching Albany in 72 hours. (Queensland and Western Australia dissenting, favouring Saturday.)

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

## APPENDIX E.

PAPERS RELATIVE TO ACTION TAKEN WITH REGARD TO CERTAIN  
RESOLUTIONS OF THE POSTAL CONFERENCE HELD IN 1893.

*Laid upon the Table by the Hon. Mr. Wilson, Postmaster-General of Queensland, and ordered to be printed.*

## No. 1.

REPORT OF THE POSTMASTER-GENERAL OF QUEENSLAND UPON CERTAIN RESOLUTIONS OF  
THE CONFERENCE OF MARCH, 1893 (WITH PAPERS).

As the Postmaster-General of the colony in which the last Postal Conference met, I have the honour to report the action taken to give effect to the resolutions which, on the motion of the Hon. J. G. Ward, the President was requested to transmit to the Governments concerned.

## POSTAL SERVICE.

1. *Representative Postal Union Congress.*

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

Upon this resolution no action was necessary or taken.

2 and 3. *Ocean Mail-service.*

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

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

On the 29th June, 1893, the Chief Secretary, at the instance of the Postmaster-General (President), wrote to His Excellency the Governor requesting him to communicate these resolutions to the Secretary of State for the Colonies, with such recommendations as he might think fit in support of them.

But in the meanwhile the Postmaster-General at Adelaide wrote to the London Post Office on the subject, and has forwarded a copy of the reply, in which the Imperial Post Office raises objections to the terms of Resolution 3, and asks whether, in the event of the contractors and the Imperial Post Office being agreeable to continue the existing arrangement until the 31st December, 1898, when the China contract is terminable, such a scheme would meet the approval of the colonies. The Hon. Dr. Cockburn has already laid a copy of the letter on the table.

No direct reply has been received by our Government from the Secretary of State for the Colonies.

4. *Fumigation of Mails.*

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

No action was taken upon this resolution.

5. *Canadian Pacific Mail-service.*

5. "That this Conference considers it desirable to negotiate for a Canadian Pacific postal-service."

The Chief Secretary, at the instance of the Postmaster-General (President), wrote on the 29th June, 1893, conveying this resolution to the Premier of Canada, and to His Excellency the Governor, for transmission to the Secretary of State for the Colonies.

6. *San Francisco Mail-service.*

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

The Chief Secretary, at the instance of the Postmaster-General (President), wrote to the Postmaster-General, Washington, on the 3rd July, 1893, in terms of this resolution, and a letter has been received by the Post Office here from the Superintendent of Foreign Mails to the effect that the amount now paid by the United States of America for the conveyance from San Francisco to Australia—about 55,000 dollars—is the maximum amount allowed by statute; and that the rate charged for closed mails is less than the cost. Both matters had already received careful consideration, but any change at present was impracticable.

#### 7. *Parcel-post with the United States of America.*

"That negotiations be opened with the United States of America with the view to the introduction of the parcel-post between the United States and the Australian Colonies."

The Chief Secretary, at the instance of the Postmaster-General (President), communicated this resolution to the Postmaster-General at Washington in a letter dated the 12th July, 1893, and a reply has been received stating it is not deemed advisable by the United States Government to establish the service in question at present.

#### TELEGRAPH SERVICE.

##### 1. *Continuation of Cable Guarantee.*

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

No action was taken on this resolution.

##### 2. *Pacific Cable Route.*

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

This resolution was communicated to the authorities of Fiji, Hawaii, Canada, and Samoa by the Chief Secretary, at the instance of the Postmaster-General (President), on the 3rd July, 1893, and to the Canadian Government and Imperial Government (through His Excellency the Governor), on the 29th June, 1893. Acknowledgments in favourable terms have been received from Hawaii and Samoa, though the latter states it is unable at present to subscribe money for the furtherance of the enterprise. The Governor of Fiji stated he had no official knowledge of the Conference.

#### MISCELLANEOUS.

##### 1. *Hour-Zone Time.*

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

The Chief Secretary wrote to the other colonies on this subject on the 19th August, 1893.

#### No. 2.

The Hon. Sir T. McILWRAITH to His Excellency Sir H. W. NORMAN, G.C.B.

SIR,—

Chief Secretary's Office, Brisbane, 29th June, 1893.

Referring to the report of the Postal and Telegraph Conference held in Brisbane in March last, of which I had the honour to enclose a copy of my letter to your Excellency of the 16th ultimo, I have now the honour to request that your Excellency will be good enough to communicate to the Secretary of State for the Colonies the following resolutions, which were adopted by the Conference, with such recommendations as your Excellency may think fit to make in support of these resolutions:—

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

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

"That this Conference considers it desirable to negotiate for a Canadian-Pacific postal-service."

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

I enclose a copy of the report of the Conference for transmission to the Secretary of State, and I take leave to request that, in forwarding the resolution, your Excellency will be good enough to direct attention to the "Recommendations by Permanent Heads of Departments," on page 63 of the report, as to the conditions of the contract for the ocean mail-service.

I have, &c.,

THOMAS McILWRAITH.

His Excellency Sir Henry W. Norman, G.C.B., &c., Governor.

## No. 3.

The Hon. Sir T. McILWRAITH, Brisbane, to the Hon. the POSTMASTER-GENERAL, Washington.  
SIR,—

Chief Secretary's Office, Brisbane, 3rd July, 1893.  
I have the honour to inform you that a Postal and Telegraph Conference of representatives of all the Australasian Colonies was held in this town in March last, and I have been requested to communicate to you the following resolution which was adopted by the Conference relating to the mail-service between Australia and San Francisco: "That this Conference directs that a communication be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the subsidy to the present San Francisco Mail-service, and also directs his attention to the excessive overland transit-rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms."

With regard to this resolution, I take the liberty of calling attention to the fact that the overland transit-rates between San Francisco and New York amount to over 70 per cent. of the total postage of letters carried by the line in question.

The Hon. the Postmaster-General, Washington.

I have, &c.,

THOMAS McILWRAITH.

## No. 4.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL, Brisbane.

Post Office Department, Office of Foreign Mails,  
Washington, D.C., 10th August, 1893.

SIR,—

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter, No. 6134, of the 3rd ultimo, communicating, by direction of the Postal and Telegraph Conference held in Brisbane in March last, a resolution adopted by the Conference regretting the non-participation of this department in the matter of the subsidy to the present San Francisco mail-service, and calling attention to the excessive overland transit-rates between San Francisco and New York. In reply, I have to inform you that the amount now paid by this department for the sea-conveyance of mails from San Francisco to the Australasian Colonies, about fifty-five thousand dollars annually, is the maximum sum allowable under the statutes now in force in this country, and that the rate charged for the transportation of closed mails between San Francisco and New York is less than the actual cost of the transit in question.

The questions covered by the resolution adopted by the Conference have already received the very careful consideration of this department, and it has been found to be impracticable at this time to change existing conditions so far as this department is concerned.

I am, &c.,

A. M. BROOKS,

Superintendent of Foreign Mails.

The Postmaster-General, Brisbane.

## No. 5.

The SUPERINTENDENT of FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL, Queensland.

Post Office Department, Office of Foreign Mails,  
Washington, D.C., 18th August, 1893.

SIR,—

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 12th ultimo, No. 93/7687, transmitting a copy of a communication addressed to you by the Postmaster-General of Queensland, embodying a resolution, relative to the establishment of the parcels-post service between Australia and the United States, which was adopted at the Post and Telegraph Conference of representatives from all the Australasian Colonies held at Brisbane in March last, and asking that the views of this department on the subject be communicated to the Postmasters-General of the colonies concerned.

In reply, I am directed to request that you will be so good as to inform the Postal Administrations of the colonies referred to, that it is not deemed advisable by this department to establish the service in question at this time. The matter will not be lost sight of, however, and, as soon as the inauguration of the service appears to be practicable, the Administrations interested will be promptly advised.

I am, &c.,

A. M. BROOKS,

Superintendent of Foreign Mails.

The Postmaster-General, Queensland.

## No. 6.

CORRESPONDENCE with the LONDON POST OFFICE *re* POSTAGE ON NEWSPAPERS from COLONIES to UNITED KINGDOM.

SIR,—

General Post Office, London, 26th August, 1892.

It is observed that at the Hobart Postal Conference a resolution was adopted to the effect that the practice at present followed in most of the Australasian Colonies of sending newspapers to the United Kingdom at 1d. each paper up to 10oz., or in some instances irrespective of weight, must be discontinued, being repugnant to the provisions of the Postal Union.

As you are aware, the Imperial Post Office has no wish to enforce the Union Regulations by charging newspapers from the Australasian Colonies at Union rates, when received here as fully prepaid in accordance with a rate recognised by the colonial Post Offices. At the same time, as already intimated, this department would greatly prefer the adoption of the ordinary Postal Union tariff by the colonies, and has already pointed out that the exceptional rate for newspapers leaves the colonies open to Postal Union criticism.

In view of the fact that, in adopting this exceptional rate, the colonies are not regarding strictly the provisions of the Postal Union Convention, it is hoped that the resolution on the subject come to at the Hobart Conference will before long be generally carried into effect.

Perhaps you will be good enough to inform me how the matter now stands so far as your office is concerned.

I am, &c.,  
H. BUXTON FORMAN,  
For the Secretary.

The Postmaster-General, Adelaide.

SIR,—

General Post Office, Adelaide, 28th October, 1892.

Referring to your letter of 26th August, No. 231 S, relative to the exceptional rates of postage on newspapers from the colonies to the United Kingdom, I have now the honour to inform you that the matter will be very carefully considered at the next intercolonial Conference.

As I have before pointed out, our difficulty is that the principal newspapers published in the colonies considerably exceed 4oz. in weight, and you will readily understand the powerful opposition which would be met with on the part of the Press to any increase in the rates of postage which have so long obtained.

The rate of 1d. per newspaper up to 10oz. is generally regarded as a graceful concession by the Mother Country, and I hope you will see your way clear to allow it to be continued.

It appears to me that under the rules of the convention full provision is made for special arrangements as far as postage is concerned between the United Kingdom and her colonies, and therefore foreign countries would have no grounds of complaint against arrangements which might be made within the limits of the Empire.

I have, &c.,  
CHARLES TODD,

Postmaster-General and Secretary for Telegraphs.

The Secretary, General Post Office, London.

(Telegram.)

20th March, 1893.

20. EXPRESS.—Conference Brisbane propose newspaper rates to England penny first four ounces, and halfpenny each additional two ounces. Will you accept?

Blackwood, Post Office, London.

Todd, Brisbane.

(Telegram.)

22nd March, 1893.

22. FOLLOWING from Blackwood: Newspaper rates to England penny first four ounces and halfpenny each additional two ounces agreed.

Hesse, London, to Todd, Brisbane.

19.



## APPENDIX F.

## CANADIAN-PACIFIC MAIL SERVICE.

## No. 1.

## CANADIAN MAIL-SERVICE.

Mr. HUDDART to the Hon. the PREMIER, New Zealand.

*Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.*

SIR,—

Ottawa, 2nd September, 1893.

I have the honour to inform you that I have completed a contract with the Dominion Government for a mail steamship service for a period of ten years. At present the time-table includes as ports of call Sydney, Moreton Bay, Honolulu, Victoria (B.C.), and Vancouver (B.C.). I have offered to continue to call at Moreton Bay, and also to touch at Keppel Bay, in Queensland, in consideration of a subsidy of £10,000 sterling per annum for ten years from the Queensland Government. I proceed to England to-day to complete arrangements for the building of a third swift powerful mail steamship. On the arrival of that steamship it is intended to develop our service into a three-weekly, and within five years we anticipate that we shall be running a fortnightly service. If your Government will offer sufficient inducement, I am prepared, on behalf of the Canadian-Australian Steamship Company, to provide a branch steamship service to connect with each steamship at Sydney from Lyttelton. These steamships will probably be the "Warrimoo" and "Miowera," and they would maintain between Wellington and Sydney all the year round an average speed of fourteen knots. I should be glad to know what subsidy your Government can offer for such a service. In the event of Queensland at once declining to subsidise my company, it has been decided to cease calling at any Queensland port. In that event, we shall be prepared, subject to the approval of the Dominion and Australian Governments, to negotiate with your Government as to the possibility of calling at a New Zealand port *en route* to and from Canada. As you are probably aware, the Dominion Government is sending by the R.M.S. "Warrimoo" a Ministerial Commission to Australia with a view to negotiate for free or freer trade relations between Canada and Australia. I am authorised by Mr. Bowell, the Hon. Minister of Trade and Commerce, to say that he is most desirous that your Government should send a representative to discuss with him the feasibility of including New Zealand in these negotiations. I respectfully urge that you should at once send a Minister to meet the Hon. Mr. Bowell. He would be glad to visit New Zealand, but public business at the opening of the Dominion Parliament next session imperatively demands his return within a period that precludes the possibility of his visiting New Zealand.

I have, &c.,

JAMES HUDDART,  
22, Billiter Street, London, E.C.

The Hon. the Premier, Wellington, New Zealand.

## No. 2.

## CANADIAN MAIL-SERVICE.

*Laid upon the Table by the Hon. Mr. Kidd, and ordered to be printed.*

An experimental service between Sydney and Vancouver is now being carried out under contract by Messrs. Huddart, Parker, and Co., the Government of New South Wales contributing a subsidy of £10,000 a year thereto. Future developments are being awaited.

Particulars of the contract with papers.

## SYDNEY AND VANCOUVER SERVICE.

*Particulars of Agreement between the Postmaster-General and James Huddart, dated the 10th October, 1893.*

1. Maintain a monthly service between Sydney and Vancouver, calling at Honolulu.
2. Two steamers to be employed—viz.: The "Miowera" and "Warrimoo"—steamers to be not less than 3,300 tons, and to be capable of an average speed of not less than  $15\frac{1}{2}$  knots per hour.
3. Duration of voyage: The round trip to begin and end in Sydney; and the "Miowera," which sailed from Sydney on the 18th May last, and arrived at Vancouver on the 8th June, shall be deemed the first voyage under the contract. The period of each voyage from Sydney to Vancouver, and from Vancouver to Sydney, shall not exceed twenty-one days including one day's detention at Honolulu. In the event of the steamers calling at Brisbane or Fiji, a further period of thirty-six hours to be allowed for the time spent in calling at each port. The service to be monthly.

4. The steamers during the contract shall not call at any port in the United States.
  5. Carriage of Freight and Passengers.—To be carried at tariff rates, to be approved of by New South Wales Government with approval of Canadian Executive body.
  6. New South Wales merchants and shippers shall at all times have preference for the carriage of their goods over other merchants and shippers as far as regards the Australian connection; but, in the event of a subsidy from Queensland or other colony being received, space shall be provided *pro rata* to the respective subsidies.
  7. Carriage of Mails.—The steamers shall, at the cost and the expense of the contractor, receive and carry on every voyage all mails that may be tendered by or on behalf of the Postmaster-General, and shall provide sufficient and convenient accommodation and protection for such mails.
  8. Accommodation on board.—The contractor shall provide all suitable accommodation, including lights, for the purpose of sorting or making up the mails.
  9. Master to take charge of mails if required.—If the Postmaster-General shall think fit to intrust the charge and custody of the mails to the master, he shall, without charge, take due care of, and the contractor shall be responsible for safe custody and delivery.
  10. The contractor shall at all times attend to the orders of the Postmaster-General or his officers as to the mode, time, and place of landing, transshipping, &c., of mails.
  11. First-class accommodation to be provided for Mail Officer and one assistant, without charge.
  12. Mail Officer to have full authority to require a due and strict performance of the contract.
  13. Conveyance of Mails at Ports.—The expense of conveying mails to and from the steamships to the post-offices and the terminal ports of the several voyages, or at the ports at which the vessels call *en route*, shall be borne by the contractor.
  14. Power of Postmaster-General to delay sailing: In case of need, for purpose of forwarding mails, shall have the right to delay sailing for twenty-four hours.
  15. Definition of "Mails"—Shall be deemed to mean all boxes, bags, &c., transmissible by post.
  16. Not to carry other letters than those contained in Her Majesty's mails, nor the mails of any other country except such as shall be specified by the Postmaster-General.
  17. Nitro-glycerine nor explosive substance to be carried.
  18. Contract shall not, nor shall any right or interest therein, be assigned, underlet, or otherwise disposed of without the consent in writing of the Postmaster-General.
  19. To furnish copies of manifest.—The contractor shall furnish complete copies of manifest of cargoes and passenger-lists.
  20. Covenant for Payment of Subsidy.—A subsidy of £833 6s. 8d. for every round trip.
  21. Deduction for Delay.—A sum of £30 for every complete period of twenty-four hours by which the time actually occupied shall have exceeded the period of transit contracted for.
  22. Deduction not to be deemed a penalty.
  23. Duration of Contract.—The contract shall remain in force until thirty-six round voyages shall have been performed.
  24. Proviso for replacing steamers disabled.
  25. Notices or directions of the Postmaster-General to be delivered or sent by post to the master or agents.
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## APPENDIX G.

## PAPERS RELATIVE TO THE PROPOSED CABLE-COMMUNICATION BETWEEN AUSTRALASIA AND CANADA.

*Laid upon the Table by the Hon. Mr. Kidd, New South Wales, and ordered to be printed.*

## No. 1.

SUGGESTED INTERCOLONIAL CONFERENCE.—ALTERNATIVE SCHEMES.—  
BOWEN TO VANCOUVER, 6,244 MILES.

[Extract from *Brisbane Courier*, 20th October, 1893.]

THE following letter has been addressed by Mr. J. L. Payne, private secretary to the Hon. Mackenzie Bowell, to the Premier of each of the Australian Colonies interested in the proposed establishment of telegraphic communication between this continent and Canada :—

“Sir,—I am directed by the Hon. Mackenzie Bowell, Minister of Trade and Commerce, Canada, now on a visit to Australia for the purpose of exchanging views upon the matters of trade and telegraphic communication between these colonies and the Dominion of Canada, to enclose to you herewith a copy of a communication received by him from Sandford Fleming, Esq., C.M.G., on the subject of the Pacific cable. As Mr. Bowell’s stay in these colonies is limited, owing to the meeting of the Canadian Parliament in January, it may not be possible within so short a period to discuss fully these matters with each Government separately. I am directed to ask if your Government would be disposed to send a representative to some central point in the colonies, to be agreed upon by the Governments, to consider the whole subject. Should this suggestion commend itself to your judgment Mr. Bowell will be glad to attend any conference which may be arranged. Mr. Bowell desires it to be understood that the Canadian Government is not committed to any particular scheme for the establishment of cable-communication between the colonies and Canada, that being a subject for mutual consideration and decision.”

## MEMORANDUM ON THE PACIFIC CABLES BY SANDFORD FLEMING, ESQ., C.M.G.

Sydney, New South Wales, 11th October, 1893.

The printed proceedings of the Postal and Telegraph Conference held in Brisbane in March last reached Canada a few weeks back. The resolution passed by the Conference, expressing the opinion that the time has arrived when a cable should be established to Vancouver, was welcomed with peculiar satisfaction by those who have for years looked forward to the prospect of having the two countries connected telegraphically. The debate, however, by members of the Conference, together with letters attached to the proceedings, gave rise to misgivings, which were in no way lessened when a copy of the agreement between the French Government and the New Caledonia Cable Company was subsequently received from Europe.

As one who has long taken an active interest in the proposal to connect Australia and New Zealand with Canada by a Pacific cable, I have been impelled by a sense of duty to visit these colonies at this juncture to inquire into all the circumstances, and, if the facts appeared to require it, to submit a respectful representation on the subject, and to appeal with all the earnestness I can command against a contemplated step which, if carried out, would, in my humble judgment, greatly lessen the commercial utility of the Pacific cable, and render it comparatively valueless as a national undertaking.

*The French Cable.*

Before leaving Canada I gathered from the proceedings of the Postal Conference, and the papers appended thereto, and I learn from other public documents since my arrival in Sydney, in substance as follows :—

1. It is designed that the cable from Queensland to New Caledonia shall form the first link of the trans-Pacific cable, and that it is the intention of the company to proceed section by section as further subsidies are obtained.

2. An opinion is expressed in some quarters that it is impossible to lay a cable through the Pacific Ocean from any part of Australia or New Zealand to Canada without landing at some places, such as New Caledonia, Samoa, and Hawaii, where British influence is not supreme.

3. From the fact that the lines of the Eastern and Eastern Extension cable system touch foreign soil at several points, it has been urged that the Pacific cable, landing at New Caledonia, would be in no worse position than the present line of telegraph between Australia and England.

In considering these points, I would first direct attention to the character of the agreement between the French Government and the Société Française des Télégraphes Sous-Marins, dated 3rd February, 1893, subsequently ratified by the Parliament of France.

I beg leave to submit a translation of the following five articles of this agreement:—

Article III.—As far as the establishment and maintenance of the proposed cable, as well as the organization of the service, the fixing and collecting of rates, the control, the relations with the public, and the connecting of the new line at either end with submarine or land-line systems is concerned, the Société Française des Télégraphes Sous-Marins shall observe the table of rules and obligations approved by the Under-Secretary of State for the Marine Department and the colonies, all the clauses and conditions of which it accepts as having the same force as the terms of this agreement.

Article V.—The society agrees to have its head offices in France, to engage French administrators only, to have the cable manufactured by French employés in works situated on French territory, and to guarantee the laying of the cable by a French ship and crew.

Article VI.—The society shall not, without the expressed written consent of the French Government, cede any of the rights resulting from the present agreement, nor lease its lines, nor amalgamate its interests with those of any other company.

Article X.—The transit rate over the cable between Australia and New Caledonia shall be mutually agreed upon by the French Government and the society. The maximum rate shall be 90 centimes a word.

Article XII.—Any dispute as to the interpretation or the non-performance of these presents arising between the Government, of the one part, and the Société des Télégraphes Sous-Marins or persons claiming under them, of the other part, shall be decided by the Council of State.

These provisions of the agreement make it plain that the telegraph from Queensland to New Caledonia will be under the absolute control of the French Government, and hence no parallel can be instituted between the new line across the Pacific, as contemplated by its promoters, and the Eastern and Eastern Extension system. The lines of that system certainly pass over portions of foreign soil, but it cannot be held that any foreign Power controls the administration and management of the company's affairs. Moreover, if, owing to unavoidable geographical reasons, the wires of the Eastern and Eastern Extension Telegraph Company necessarily touch territory which is not British, the more is it to be desired that Australia should be connected with the Mother-country by a line of communication which nowhere would pass over the soil of another nation, or in any sense be subject to the dictates of a foreign Power.

#### *A British Route required.*

The Pacific cable, as originally projected and advocated for many years, has been designed to connect the two greatest divisions of the British Colonial Empire—Australia and Canada—by a route substantially British throughout. Unless such a route be physically impossible, it would, in my judgment, be unwise in the last degree to place the first section of this undertaking absolutely under the control of a foreign Power.

I venture to think it can be indisputably established that there is more than one route from Australia and New Zealand to Canada eligible for a British cable; that there is no necessity whatever for landing at New Caledonia, Samoa, or Hawaii, or indeed at any island occupied by natives who are not already wholly under British protection. I beg leave to describe several of such routes or combination of routes:—

#### *Four Suggested Routes.*

*Route No. 1.*—Commencing at Vancouver Island, the cable would extend to Fanning Island, thence to the nearest island of the Fiji Group. From Fiji it may run direct to New Zealand, and thence to the Australian Continent; or it may run first to Norfolk Island, and from that point bifurcate to the northern part of New Zealand, and to a convenient point near the boundary between New South Wales and Queensland.

*Route No. 2.*—From Vancouver Island the cable would be laid to a small unoccupied island indicated on the charts as Necker Island, favourably situated about 240 miles westward from the Hawaiian Group. From Necker Island the cable would extend to Fiji, and thence, as in route No. 1, to New Zealand and Australia.

*Route No. 3.*—As in route No. 2, the cable would extend from Vancouver Island to Necker Island, thence to Onoatua or some one of the eastern islands of the Gilbert Group. From this station in the Gilbert Group two branches would extend, one to Queensland and the other to New Zealand. The Queensland branch would touch at San Christoval Island in the Solomon Group, and terminate at Bowen, connecting at that point with the land lines, easterly to Brisbane and Sydney, westerly to the Gulf of Carpentaria, where a connection may be formed with the Port Darwin-Adelaide transcontinental telegraph leading to Victoria, Tasmania, South and West Australia. The New Zealand branch of this route would find a mid-station on Viti Levu, the southern island of the Fiji Group.

*Route No. 4.*—As in routes Nos. 2 and 3, the cable would be laid from the northern terminal point to Necker Island. From Necker Island it would extend in a direct course to Bowen, touching at Apamama—a central island of the Gilbert Group—and at San Christoval, of the Solomon Group. At Bowen this route may, as in the case of route No. 3, connect with Melbourne, Adelaide, Tasmania, by the South Australian overland line. Route No. 4 is probably the shortest possible line that can be drawn on the surface of the globe between any part of Canada and any part of continental Australia. It has the disadvantage of excluding from its telegraph service the Fiji

Islands and New Zealand. To connect the latter colony a special cable from Queensland or New South Wales would be required. The Fiji Islands, however, would remain without a telegraph by this route.

|                                                                                               |       |        |
|-----------------------------------------------------------------------------------------------|-------|--------|
| The distance by each route is ascertained to be as follows (details are appended):—           |       | Knots. |
| Route No. 1, including both branches from Norfolk Island to New Zealand and Australia ...     | 7,145 |        |
| Route No. 2, including branches to New Zealand and Australia ...                              | 7,175 |        |
| Route No. 3, including both branches to Queensland and New Zealand from the Gilbert Group ... | 8,264 |        |
| Route No. 4, Vancouver to Bowen...                                                            | 6,244 |        |
| Route No. 4A, Vancouver to Bowen, with a special cable from the mainland to New Zealand       | 7,310 |        |

#### Cost.

In estimating the cost of a cable there are various circumstances that require to be considered. One of the most important is the allowance for slack. It is customary to add an allowance to the ascertained superficial distance of 20 per cent., in order that the cable may be safely laid at all depths and under all conditions likely to arise. This practice has been followed in estimating the cost of establishing a cable by each route. In the case of route No. 1 a special allowance is made on account of the unusually long section between Vancouver and Fanning Island. In each case the estimate is intended to cover the cost of cables of the best type manufactured:—

|                                           |           |
|-------------------------------------------|-----------|
| Route No. 1, estimated cost, completed... | 1,678,000 |
| " No. 2, " " " " " "                      | 1,585,000 |
| " No. 3, " " " " " "                      | 1,825,000 |
| " No. 4, " " " " " "                      | 1,380,000 |
| " No. 4A, " " " " " "                     | 1,610,000 |

Having pointed out that there is a choice of routes for an essentially British cable across the Pacific, and presented estimates of cost, which I believe to be fairly reliable, I ask permission to add a few remarks bearing on the means which may be taken to carry out the undertaking.

#### Means to be adopted.

There are two ways by which the object may be accomplished: first, through the agency of a company liberally subsidised; second, as a public work under Government control. I have given this question much consideration, and year by year I have become more and more firmly convinced that if economy, low rates for telegraphy, and the highest efficiency be desired, the latter means of establishing the cable is the best. Promoters of companies generally desire to make large sums of money. The policy of companies is to obtain from the public as large profits as possible, while that of Governments is to accommodate and benefit the public in every possible manner by reducing the rates to the lowest practicable point, and by giving the most efficient service. The principle of ownership of telegraphs by Government is not new. It has long been adopted in the United Kingdom, India, in these colonies, and elsewhere, and in every case I am aware of where the principle has been tried the public has derived the greatest advantage.

Various efforts have been made during the past ten years to have the Pacific cable established by a subsidised company; but no company has offered to carry out the undertaking for a less subsidy than £75,000 a year continued for a period of twenty-five years. It can be indisputably shown that under the plan of Government ownership a much less annual payment for a very much shorter period will suffice. Moreover, when established, the cable will be public property, controlled by Government for the public benefit.

#### Joint Ownership by the Colonies.

The proposal, then, is that Australia, New Zealand, Fiji, and Canada should be joint owners of the Pacific cable, and that it should be established and worked as a public undertaking for the common good. There is one difficulty to be met at the outset. Certain of the Australian Governments are under obligations to pay an annual subsidy of £32,400 to the Eastern Extension Company until May, 1899, and, in consequence, they may not consider themselves in a position to co-operate on equal terms with the other Governments concerned in establishing the new line. This difficulty is not, however, insuperable, and in my judgment it can most readily be overcome by providing out of capital an annuity to meet the subsidy as it annually becomes due. By this arrangement the liability of New South Wales, Victoria, South Australia, and Western Australia to the Eastern Extension Telegraph Company would be practically removed, and these colonies would be free to enter with Queensland, New Zealand, Fiji, and Canada into a joint agreement to accomplish the establishment of the trans-Pacific telegraph. As will hereafter be seen, the annuity so provided to extinguish the subsidy of £32,400 a year would be met by profits accruing from the new cable. Meanwhile, all liability incurred in the raising of the capital would be borne in equitable proportions by all the co-operating Governments.

|                                                                                                                                              |            |
|----------------------------------------------------------------------------------------------------------------------------------------------|------------|
| To illustrate the proposal set forth, let us assume that the cable itself, say on route No. 2, requires an expenditure of ...                | £1,600,000 |
| To this capital add the sum needed to purchase an annuity to meet the annual subsidy of £32,400, from May, 1894, to May, 1899—five years ... | 145,000    |

|           |            |
|-----------|------------|
| Total ... | £1,745,000 |
|-----------|------------|

This total capital, raised on the joint guarantee of the Australian Colonies, New Zealand, and Canada, could be placed at the low rate of 3 per cent., making a total charge of £52,350 per annum.

This interest-charge is less than the lowest subsidy asked by a company, and I shall establish by the strongest possible evidence, that, unlike a subsidy for a fixed period of twenty-five years, long before the expiry of that period the whole interest will be met by surplus revenue.

*Cost of Working.*

I have obtained estimates from the best authorities of the cost of working the Pacific cable under Government. These estimates range from £45,000 to £60,000 per annum, and include the salaries of superintendents, electricians, and operators, two steamers for current repairs, and all necessary expense at terminal and mid-ocean stations. As it is desirable to have adequate allowance for every service, it is expedient to base our calculations on the highest estimate (£60,000) as the total cost of working the cable. £60,000 will accordingly be a first charge on the revenue, and it will remain a constant charge whatever the volume of business, whether five million words per annum or half a million only.

*Renewal Fund.*

Next to working-expenses there should be an annual charge on revenue for renewals. It is proposed, therefore, to place to a cumulative reserve the sum of £32,000 a year, equal to 2 per cent. on the entire cost of the cable: This provision is considered ample until the earning qualities of the cable come to be thoroughly established.

*Revenue.*

In many cases it is difficult, owing to the lack of information, to form estimates of the probable revenue of a projected undertaking. In this instance, however, the best data is available for our guidance. We have the published statistics of telegraph business by the existing line between Australia and Europe for a number of years, and it is fair to assume that on the establishment of the Pacific cable, rates and all other things being equal, the business will be equally divided between the two lines.

I am unable to ascertain the business for the past year, but I gather from the published returns that the number of words transmitted in the year ending 1st May, 1892, was 1,275,191. If we divide this into equal parts, we have 637,595 words as a basis for estimating the revenue of the Pacific cable.

In examining the returns for previous years some striking peculiarities are apparent. During the eight years from 1882 to 1890 the telegraph business between the Australian Colonies and Great Britain increased, on an average, 54,441 words each year, equal to 14 per cent. per annum. This may be viewed as the normal increase under a high tariff, inasmuch as throughout these eight years the charges on ordinary messages were never less than 9s. 4d. per word. On 1st May, 1891, the rate was reduced from 9s. 4d. to 4s. per word, and within the twelve following months the business increased by 448,913 words—an increase of 54 per cent. on the business of the previous year, and 831 per cent. over the normal annual increase during the preceding eight years. The further expansion of business will, no doubt, for the present be disturbed and retarded by an increase in the charges on messages on the 1st January last; but there remains the experience of the year 1891–92 to establish the remarkable effect of a low tariff in stimulating telegraphy. In that single year the increase in the number of words transmitted under a 4s. rate was greater than the growth of the business during the whole of the preceding eight years under a 9s. 4d. rate.

One of the direct benefits to the public from the Government ownership of the Pacific cable will be the reduction in charges for transmitting messages. I have already mentioned that, with a full and efficient staff such as the estimate for working-expenses provides for, it will cost no more to do a large business than a small. There will therefore be no reason for preventing the freest expansion of telegraphy by the new line by lowering the charges. In my humble opinion, the rates across the Pacific should be lowered to 2s. per word immediately on the cable being laid, in order that the public may have the advantage of cheaper communication at the earliest moment.

The proposed rate of 2s. per word for transmitting messages across the Pacific would reduce charges between Australia and England to 3s. 3d. in place of 4s. 9d. as at present. Moreover, messages from Australia received at Vancouver would be forwarded to all parts of Canada and the United States for an average charge not exceeding 2s. 3d. per word in place of 6s.—the present charge.

I wish to avoid extravagant statements or too sanguine estimates. I would, in submitting my ideas, particularly desire to keep strictly within reasonable probabilities. If we base estimates on the existing volume of business merely, we must anticipate that there will be no great advance over the business of 1891–92 for a few years if the charges on messages are again raised, as they already have been to some extent. In the calculations which follow I shall therefore assume the business to be at a standstill for three years; that is to say, I shall assume that the business in 1894 will not be greater in volume than it was in 1891–92, and that thenceforth the normal increase of not more than 14 per cent. per annum shall apply. The number of words transmitted in 1891–92 was 1,275,191. It is assumed that the Pacific cable would, if in operation in 1894, obtain one-half of this business.

| Year. | Words per Annum. | Earnings at 2s.<br>per Word. | Year. | Words per Annum. | Earnings at 2s. per<br>Word. |
|-------|------------------|------------------------------|-------|------------------|------------------------------|
| 1894  | 637,595          | 63,759                       | 1900  | 1,173,176        | 117,318                      |
| 1895  | 726,858          | 72,686                       | 1901  | 1,262,439        | 126,244                      |
| 1896  | 816,122          | 81,612                       | 1902  | 1,351,703        | 135,170                      |
| 1897  | 905,386          | 90,539                       | 1903  | 1,440,967        | 144,097                      |
| 1898  | 994,649          | 99,465                       | 1904  | 1,530,230        | 153,023                      |
| 1899  | 1,083,913        | 108,391                      |       |                  |                              |

It is scarcely likely that the Pacific cable will be established before the year 1896. The above estimate shows that in the year following (1897) the revenue from the cable would be £90,539, a sum equal to the whole working-expenses, together with £30,539 for the renewal fund.

In the five following years the revenue, in addition to paying working-expenses and providing for gradually reducing the interest charges, would finally, in 1903, within about seven years after the completion of the undertaking, be sufficient to meet every current charge, and the contributing Governments would practically be relieved from further liability. Not only would all fixed charges be then met, but in succeeding years the productive capacity of the undertaking would yield an annually-increasing surplus, to be dealt with as the co-operating Governments may determine.

If instead of a 2s. rate we reckon the same business for each year at an additional 6d. per word, or 2s. 6d. in all, a charge on messages across the Pacific which would still be considered comparatively low, we have as follows :—

| Year.       | Earnings at 2s. 6d. per Word. | The Fixed Charges, including Working-expenses, Renewal Fund, and Interest, being in all £144,350 per Annum. |          |
|-------------|-------------------------------|-------------------------------------------------------------------------------------------------------------|----------|
|             |                               | Deficiency.                                                                                                 | Surplus. |
|             | £                             | £                                                                                                           | £        |
| 1897 ... .. | 113,173                       | 31,177                                                                                                      | ...      |
| 1898 ... .. | 124,331                       | 20,019                                                                                                      | ...      |
| 1899 ... .. | 135,489                       | 8,861                                                                                                       | ...      |
| 1900 ... .. | 146,647                       | ...                                                                                                         | 2,297    |
| 1901 ... .. | 157,805                       | ...                                                                                                         | 13,455   |
| 1902 ... .. | 168,963                       | ...                                                                                                         | 24,613   |
| 1903 ... .. | 180,121                       | ...                                                                                                         | 35,771   |
| 1904 ... .. | 191,279                       | ...                                                                                                         | 46,929   |
| 1905 ... .. | 202,437                       | ...                                                                                                         | 58,087   |
| 1906 ... .. | 213,595                       | ...                                                                                                         | 69,245   |

This last estimate gives the result for the first ten years of operation of the cable based on a 2s. 6d. rate and a low normal increase. It shows that the revenue for the first year would be insufficient to pay the whole interest on capital in addition to working-expenses and provision for renewal fund, and that the co-operating Governments would together require to pay £31,177 to make up interest. In the following year the deficiency to be made good would be £20,019; in the third year, £8,861. A small surplus would result in the fourth year, and at the end of ten years there would be an accumulated surplus of over £250,000 after meeting interest on cost and every other charge.

#### *Comparison with Present Subsidy.*

If we compare these estimated results with the sums now paid for the temporary use of the existing telegraph at lower rates than formerly, we shall find everything in favour of an independent cable owned and controlled by Government.

There is first a fixed annual subsidy of £32,400 paid to the Eastern Extension Cable Company by five of the colonies. In addition to this annual payment, I find in the Postmaster-General's (N.S.W.) report for 1892, page 25, that further sums have been paid to the same company for the past two years, to obtain a reduction in charges from 9s. 4d. to 4s. and 4s. 9d. Under the heading "Cable Guarantee," I find that £27,520 was paid for the year 1891-92, and £21,778 for the year 1892-93. If we add this guaranteed payment to the subsidy, we find the payments in each case to have been :—

| Subsidy and Guarantee paid. |                   |     |                   |
|-----------------------------|-------------------|-----|-------------------|
|                             | For Year 1891-92. |     | For Year 1892-93. |
| By Victoria ... ..          | £25,780           | ... | £23,048           |
| By New South Wales ... ..   | 23,787            | ... | 21,126            |
| By South Australia ... ..   | 7,966             | ... | 7,213             |
| By Tasmania ... ..          | 1,447             | ... | 1,102             |
| By Western Australia ... .. | 990               | ... | 874               |
| Total sums paid ... ..      | £59,920           | ... | £53,363*          |

\* This does not include £315 paid by New Zealand.

Thus it appears that five colonies have paid, in each of the past two years, to the Eastern Extension Cable Company sums in excess of the interest (£52,350) on the whole capital required to establish the Pacific cable. I do not know that it is at all necessary to carry the comparison any further. I will only remark that in the case of the Pacific cable the liability for interest would not be confined to the present five contributing colonies; the intention is that it shall be borne in equitable proportion by all, including New Zealand, Queensland, Fiji, and Canada, and in consequence would fall lightly on each. Moreover, it is perfectly clear from the estimates of revenue that, while at no time would the interest-charge, distributed over nine Governments, exceed £52,350, so soon as the cable goes into operation the payments on interest account would gradually be reduced, and in a very few years would be wholly covered by surplus revenue. It is quite true, that in the case of the Eastern Extension cable the guarantee may cease any year by giving notice, and the obligation resting on five colonies to pay the annual subsidy of £32,400 will in any event

terminate in 1899; but, without an alternative line under Government control, is there any certainty that the Eastern Extension Company may not raise charges to the old high rates unless an extension of the subsidy be granted them?

#### *Conclusion.*

In connection with the estimates of revenue, I have pointed out from statistical returns two elements of increase of business—(1) a normal increase under an exceedingly high tariff; (2) a very much greater increase under a lower tariff. There will be a third increase, which will be due to the development of traffic with Canada and in bringing the Australian Colonies into direct telegraphic touch with the whole telegraphic system of North America. At present telegraphic intercourse is insignificant; but, with a 2s. or 2s. 6d. rate across the Pacific in place of a 6s. rate by a circuitous route, the circumstances will be favourable to the growth of telegraph business between the two continents, and, in consequence, the revenue to the Pacific cable from this source will rapidly develop to large proportions.

In the foregoing estimates of revenue I have reckoned only the normal increase under a high tariff, and taken no account of the greater increase which certainly will result from the charges being lowered as proposed. I have likewise added nothing for the Australasia-North American business, the whole of which would flow to the Pacific cable. I am quite warranted, therefore, in expressing the opinion that the estimates of revenue I have presented are not exaggerated or unreasonable, and that the Pacific cable established by Government in the manner proposed would effect very important results. It would practically extinguish all subsidies now paid, and render guarantees unnecessary. It would permanently establish low rates for ocean telegraphy. It would yield a revenue which, after paying working-expenses, providing for maintenance and renewals, would make good all interest-charges on the whole cost of the undertaking from the beginning, and in a very few years would furnish large surplus earnings. I venture to think, then, that if the resolution passed by the Postal and Telegraph Conference in March last be generally assented to in these colonies, the Governments need not hesitate in incurring the comparatively small—almost nominal—liability necessary to secure a telegraph connection across the Pacific, which every British subject will recognise to be of the greatest national and commercial value.

#### No. 2.

MEMORANDUM by P. B. WALKER, Esq., Secretary of Telegraphs, New South Wales, on Mr. Sandford Fleming's Pacific Cable Scheme.

*Laid on the Table by the Hon. Mr. Kidd, New South Wales, and ordered to be printed.*

I HAVE read and carefully considered the Pacific cable scheme of Mr. Sandford Fleming, submitted by the Hon. McKenzie Bowell, Minister of Trade and Commerce, Canada, and published in the *Brisbane Courier* of the 20th October last.

In this scheme it is stated that "an opinion is expressed in some quarters that it is impossible to lay a cable through the Pacific Ocean from any part of Australia or New Zealand to Canada without landing at some places, such as New Caledonia, Samoa, and Hawaii, where British influence is not supreme." This statement certainly never emanated from any one having any accurate knowledge of the facts of the working or laying of cables, because it is clear, from a glance at the chart, that this can be done from Australia or New Zealand without much difficulty. At the same time it must be taken into consideration whether it would be desirable to adopt such a scheme, as the importance of the islands in the Pacific lying between Australia, New Zealand, and Canada, and the trade in which Australia and New Zealand is so largely interested with these islands in the Pacific, is of such vast importance that to shut them out of a Pacific cable, *en route* to Vancouver, would be a grave mistake.

So far as the provisions of the agreement made by the Société Française des Télégraphes Sous-Marins with the French Government, regarding the cable from Queensland to New Caledonia, is concerned, I would point out that the agreement in question has never been approved by the Governments of New South Wales and Queensland, and is not in accord with the agreement which these two Governments entered into under their guarantee agreement with the French company before referred to; therefore it is improbable that such an agreement would meet with favourable consideration in the event of the Queensland *cum* New Caledonia cable being adopted as the Pacific route to Vancouver or elsewhere.

There are many routes that could be adopted to Vancouver for a British cable, but the four suggested by Mr. Fleming are open to objections, and it would be against the interests of the colonies to adopt either of them. I will deal with these in the order in which Mr. Fleming has placed them.

#### *Route No. 1.*

He says, "Route No. 1, commencing at Vancouver Island, the cable would extend to Fanning Island" (a distance of about 3,200 nautical miles). This would be a mistake, as such a length of cable, without an intermediate relay, would not work satisfactorily, and I gather from this proposal that no consideration has been given to the capabilities of working the cable in a direct circuit over such a distance. It is well known that when a cable over 3,000 miles is worked in a direct circuit that there is great difficulty experienced through the slow progress in working; and I am quite sure that no cable company would attempt to work a cable in direct circuit over a length of 3,000 miles. I find that the longest length of cable worked *en route* to England is under the Eastern Company's system, and extends from Bombay to Suez, a distance of 3,253 knots; but



it must be remembered that this touches at Aden, where an intermediate relay is inserted to assist the circuit; and, as a matter of fact, the longest lengths worked direct are the Atlantic cables, the greatest length being 2,709 knots.

The Eastern Company also has another cable from Alexandria to Gibraltar, of 2,037 knots, with an intermediate relay inserted at Malta; and the Eastern Extension Company have a cable from Port Darwin to Singapore of 2,055 knots, with a relay at Banjoewangie; also one of 1,770 from Singapore to Madras, with a relay at Perang; so that it will be seen by the practical experience of these companies that such a proposal to connect Vancouver and Fanning Island direct is not likely to be workable, and no assistance should be given to carry out such a proposal as that contained in No. 1 route. In addition to this, the latter part of the proposal is to run direct to New Zealand, and thence to the Australian Continent, which would probably cost £1,800,000 instead of £1,678,000, as estimated; and I would point out that £1,800,000 was Mr. Fleming's estimate for a similar route proposed by him in his paper of 18th July, 1890.

#### *Route No. 2.*

From "Vancouver to Necker Island"—a distance of 3,230 knots—"from Necker Island to Fiji, thence to New Zealand and Australia." Necker Island is situated about 630 miles north-west of Hawaii, and about 420 miles north-west of Honolulu; and these two important places in the Sandwich Islands would be out of the route, to say nothing of the extra length of cable that would be required to carry out this project. Then, again, from Necker Island to Fiji, a distance of about 3,200 knots, cutting out all the Samoan Group; and from Fiji to New Zealand (no port being named) the nearest point would be about Auckland, 1,239 miles, thus involving the transmission of business over the New Zealand land-lines, and thence by the Eastern Extension Company's cables from Cable Bay to Botany. In the first case, it is improbable that Queensland would join in this scheme; and, in the second, I hardly think that they would undertake the construction of a second cable from New Zealand antagonistic to any route which might be probable from their own coast. The cost, as far as can be estimated, for this route, taking Mr. Fleming's distances, would be about £1,793,000, in place of £1,585,000.

#### *Route No. 3.*

From "Vancouver to Necker Island, thence to Onoatua or some one of the eastern islands of the Gilbert Group, thence to Queensland or New Zealand. From Onoatua to the nearest point in Queensland (Bowen), touching at Solomon Islands (San Christoval), and from Onoatua to New Zealand" (a distance of about 1,980 miles). By this route Mr. Fleming makes the distance 8,264 knots, and he proposes to terminate the Queensland section at Bowen (the New Zealand port not being stated), making a connection with the Adelaide-Port Darwin transcontinental telegraph line. But there appear to be the same objections to this as there would be to No. 2 route; and to land a cable 200 miles north of Bundaberg would be precarious, on account of the rocky bottom it would have to pass over in approaching the Queensland coast at this point. I do not, therefore, think it would be advisable to consider this as a favourable route; and the connecting Bowen with the Darwin-Port Adelaide transcontinental telegraph-line would involve a heavy expenditure for the construction of about 1,000 miles of land-line through difficult country. The estimate given for this route is £1,825,000, but I estimate it at about £2,050,000.

#### *Route No. 4.*

A direct course from "Necker Island to Bowen" is proposed, giving a stretch of cable of about 4,680 miles, touching at "Apamana." By this route the Fiji Islands and New Zealand would be entirely cut out, and, in addition to this, the same objections apply as pointed out in route No. 3. The distance is stated as 6,224 miles, and the estimated cost £1,380,600, but I make it about £1,556,000.

#### *Route No. 4a.*

No. 4A route, Vancouver to Bowen, with a special cable from the mainland to New Zealand, is open to the same objections as routes 3 and 4. The distance is given as 7,310 miles, and the estimated cost £1,610,000. I estimate it at about £1,827,000.

The estimated amounts for the various routes are as follows:—

- No. 1: Estimated cost completed, £1,678,000; 7,145 knots.
- No. 2: Estimated cost completed, £1,585,000; 7,175 knots.
- No. 3: Estimated cost completed, £1,825,000; 8,264 knots.
- No. 4: Estimated cost completed, £1,380,000; 6,244 knots.
- No. 4A: Estimated cost completed, £1,610,000; 7,310 knots.

In the estimates of the different routes I cannot reconcile Mr. Fleming's figures, as in route No. 1 he gives for 7,145 knots an estimated amount of £1,678,000, whereas in route No. 2 for 7,175 knots (a greater distance) only £1,585,000 is given, the estimated cost being £93,000 less, with 30 knots more of cable than No. 1 route. Then, again, in No. 4A route, for 7,310 knots the cost is estimated at £1,610,000, against £1,678,000 for 7,145 knots, No. 1 route, being 165 knots less at a cost of £68,000 less. From this it appears that there must have been some oversight in the calculations regarding the estimated costs. The proposal that the cable should be carried out as a public work under Government control is objectionable, as cables are a precarious property, and to work them under Government control would be an expensive undertaking, and cable companies can exercise a more rigid system of management in the working of cables than Governments are capable of doing, on account of their having experienced business-men who are not hampered by the surroundings attending Government control. The question of low rates is held out as the principal reason for this; but that does not carry any force, as it is advisable to have competition by the two

distinct routes, and this will eventually secure rates much lower than it would be possible for any combined Governments to maintain cables without working at enormous loss. I do not think that any subsidy, or question of subsidy, for a Pacific cable, and certainly no proposal to make the cable a Government one, should be entertained.

The question of joint ownership by the colonies could not be considered satisfactorily till after the Eastern Extension Company's guarantee of £32,400 per annum, expiring in 1899, falls in, as in dealing with this a complication is involved. The Queensland Government, never having entered into this guarantee, would, of course, in coming into the proposal set forth by Mr. Fleming, have to contribute their share of this £32,400 for fifteen years before an equitable adjustment between the Governments could be arrived at; and New South Wales, Victoria, and South Australia could not consistently write off this deficiency without some compensating concessions from the former colony that it is not likely they would concede. In addition to this, the proposal to purchase an annuity to extinguish the £32,400 is a scheme which might suit an insurance or a mercantile company, but it does not appear a suitable one for Governments to adopt. The figures show that this might be met by a surplus revenue, but it is only in prospective; and it must not be forgotten that there will be keen competition with the other cable *via* Port Darwin, which in such a case would probably reduce the revenue of the proposed cable to Canada far below any estimate that could possibly be anticipated; therefore it is impossible to form an estimate at the present time of a revenue to be derived from any Pacific cable, and I cannot accept the positive statements as to the probable revenue to be derived from this scheme as at all satisfactory.

The suggestion that there is a probability of the Eastern Extension Company putting up the rates on the expiration of the subsidy in 1899 is one that need not be considered, because we have found in the past that, when the New South Wales and New Zealand Governments refused to continue the ten-years subsidy for the New Zealand cable expiring in 1886, the Eastern Extension Company not only continued to carry on the cable at the then-existing rates, but, three years and a half ago, laid a second cable at their own cost, without any subsidy whatever from the New South Wales and New Zealand Governments. And the cable company, being alive to its own interest and the interests of its shareholders, with a largely-increasing business, is not likely to interfere with the rates, as by 1899 we shall probably have all the guarantees and subsidies wiped out through overflowing increase in the business on the cables between this and Europe. Moreover, there is a saving-clause in the agreement, by which the Governments are enabled to purchase the cables from the company upon giving twelve calendar months' notice of their intention to do so. Under this arrangement the company cannot gain any greater advantages than they at present possess by putting up the rates. I consider that a Pacific cable is most desirable, as it is the best and shortest route for traffic, being only about 12,500 miles, as against 14,638 by the Port Darwin route. Therefore, if it is possible for an arrangement to be arrived at by which a moderate guarantee—not subsidy, or joint ownership—could be given by the Australasian Governments to some companies in order to attain this object, great benefit would be derived by the colonies. The best route, in my opinion, for the cable to go is from Bundaberg direct to Fiji, thence to Samoa, Fanning Island, Honolulu, and Vancouver; and New Zealand could be connected, either from New South Wales or Queensland, by an additional cable, if thought desirable. This would avoid New Caledonia, leaving only 1,500 knots of cable to connect Queensland and Fiji, a good workable distance, and the other sections would be of easy distances for all practical purposes; or, an alternative route could be adopted, direct from Brisbane, touching at the northern extremity of New Zealand, thence to Fiji, and onwards; but this would necessitate a longer length of cable. I may remark that one of the present cables touches at Banjoewangie (Java), another at Suez, and another at Lisbon; and if any junction were made with the New Caledonia cable, it would simply be at Gomen, in the same manner as is done at Lisbon; and, seeing that the present cables touch upon three foreign territories, the objections advanced against the New Caledonia cable do not appear to be of as grave a character as depicted, on account of the probabilities of satisfactory arrangements being made with the different Governments interested to work the cable with British officers. It would be a mistake to leave out Samoa and Honolulu, as we may expect a large revenue from these islands, and the European Powers interested in them will, more or less, exercise a protectorate over their interests in the cable-communication in these parts, in the same manner as they do in the Egyptian and other waters.

I attach a tracing of the chart, showing the different routes proposed by Mr. Sandford Fleming.  
21st November, 1893.

P. B. WALKER.

### No. 3.

#### NEW CALEDONIAN CABLE.

The Hon. AUDLEY COOTE to the PREMIER, New South Wales.

*Laid on the Table by the Hon. Mr. Kidd, New South Wales, and ordered to be printed.*

DEAR SIR,—

Grand Hotel, Melbourne, 27th October, 1893.

I have read with much surprise the confidential letter of Lord Ripon to the Chief Secretary of Victoria (Mr. Patterson), and I think that when Lord Ripon wrote that letter, marked as a confidential communication, he never intended that it should be published in the manner that it has been through the Victorian Press by the Premier of that colony. No doubt Mr. Patterson, being desirous of attacking the New Caledonian cable and the Governments of New South Wales and Queensland for not consulting Victoria, made use of a confidential communication in order to suit his ends. I may, however, inform all on this side of the water that it will be utterly futile, because the companies which I am representing are quite prepared to carry the extension of the

Pacific cable to a satisfactory termination, notwithstanding the exertions of the Eastern Extension Telegraph Company in the colonies, and assisted by the Governments of Victoria and South Australia. A great deal is being said by the Hon. Mackenzie Bowell, Minister of Trade and Commerce of Canada (now on a visit to Australia, assisted by Sandford Fleming, Esq., C.M.G.), about a British cable through British territory to Vancouver, and in his letter to each of the Premiers of the Australian Colonies his private secretary says: "As Mr. Bowell's stay in these colonies is limited, owing to the meeting of the Canadian Parliament in January, it may not be possible within so short a period to discuss fully these matters with each Government separately. I am directed to ask if your Government would be disposed to send a representative to some central point in the colonies, to be agreed upon by the Governments, to consider the whole subject."

But, surely, in putting forth such a suggestion for the consideration of the various Governments of the Australasian Colonies Mr. Bowell must have lost sight of the fact that the interests of Queensland are entirely antagonistic to all the existing cable telegraphic arrangements made by the other colonies, and has always stood aloof from all subsidies, guarantees, &c., and for reduction of rates made by the sister colonies, except in the case of the New Caledonian cable, in which New South Wales has joined with Queensland. It is therefore evident that to propose a conference which would bring Queensland into the question of the Pacific cable most prominently would promote an element of discord at once into the whole question, because Victoria and South Australia, being allied to the Eastern Extension Telegraph Company, would not conform to anything by which it would benefit without that colony first agreed to enter into and recoup Victoria and South Australia for what they are already out of pocket from their past obligations incurred in dealing with the Eastern Extension Telegraph Company. I am sure from the expressions made by Sir Thomas McIlwraith in reference to the Eastern Extension Telegraph Company monopoly that this would be absolutely impossible. Mr. Bowell forwards a memorandum on the Pacific cable from Mr. Sandford Fleming, in which that gentleman says that he "has long taken an active interest in the proposal to connect Australia and New Zealand with Canada by a Pacific cable, and he has been impelled by a sense of duty to visit these colonies at this juncture to inquire into all the circumstances, and, if the facts appeared to require it, to submit a respectful representation on the subject, and to appeal with all the earnestness he can command against a contemplated step which, if carried out, would, in his humble judgment, greatly lessen the commercial utility of the Pacific cable, and render it comparatively valueless as a national undertaking."

I will deal with Mr. Fleming's remarks under four different headings. He says (1) that he "has long taken an active interest to connect New Zealand with Canada by a Pacific cable."

It will be seen at once that this would be impracticable, because the Eastern Extension Telegraph Company, having already a cable laid between New Zealand and Sydney, could not be prevailed upon to allow the business of any adverse company to traverse their lines without they were permitted to have a monopoly of the traffic; and, seeing that Queensland has so persistently held aloof from all the arrangements with the Eastern Extension Telegraph Company, it would be necessary to run an additional cable from New Zealand to some other portion of Australia, which would be a useless expenditure, seeing that we now have a cable laid on the direct line of the Pacific cable to New Caledonia.

(2.) He "has been impelled by a sense of duty to visit these colonies at this juncture to inquire into all the circumstances."

If Mr. Fleming's sense of duty has impelled him to visit these colonies at this juncture, it is a pity that he did not do so before arrangements had been entered into and concluded by the New South Wales and Queensland Governments for the construction of the New Caledonian cable, and the cable laid, because he would then have had an opportunity of ventilating many of the exploded ideas which were promulgated at the Conference in 1887, and proved to be so impracticable that no financial company in England or France could be prevailed upon for one moment to entertain them. Moreover, the statements contained in the memorandum which was published in the *Brisbane Courier* of the 20th October show clearly that Mr. Fleming has not the interests of the colonies at heart, but merely acts as the mouthpiece of some financial operators, who know very little about the wants of the colonies in regard to the Pacific cable.

(3.) "If the facts appeared to require it, to submit a respectful representation on the subject."

From this it would appear that Mr. Fleming merely assumes that something is required; but, notwithstanding this fact, he submits a scheme which he considers is required, because he thinks that Australia, New Zealand, Fiji, and Canada should be joint owners of the Pacific cable, and that it should be established and worked as a public undertaking for the common good. (I need hardly say that this will never be accomplished, because the Australian Governments are not likely to consent, I feel satisfied, to become joint owners and joint workers of a cable-undertaking of such magnitude as would involve them in a large annual expenditure, with probable loss, which, in all other countries, is generally carried out by private enterprise.)

(4.) "To appeal with all the earnestness he could command against a contemplated step which, if carried out, would, in his humble judgment, greatly lessen the commercial utility of the Pacific cable, and render it valueless as a national undertaking."

There is very little similarity between Mr. Fleming's idea of "national undertakings" and his objections raised in regard to the New Caledonian cable, because the provisions of the agreement do not make it clear, as Mr. Fleming asserts, that "the whole Pacific route from Queensland will be under the absolute control of the French Government," when, as a matter of fact, I may inform Mr. Fleming that such is not to be the case, because the companies that I represent are making arrangements for the whole of the extensions to be worked entirely by English officers; but the cables will be manufactured in France, on account of the facilities afforded for manufacturing the cable, being nearly "half a million pounds sterling less" than it can be manufactured in England, and of equal quality.

It is inferred by Mr. Bowell that if the cable is carried on to Vancouver along the Pacific route from New Caledonia, that Canada will not give any subsidy towards it; but I look upon this as merely an attempt to coerce the Australian Colonies into swallowing Mr. Sandford Fleming's scheme, which I venture to predict the Premiers of the various colonies will be clear-headed enough to see through.

And now, please, let me say that I am now on my way to Paris and London by the mail-steamer leaving to-day, to conclude matters finally.

A great deal has been said in the Press about the Colonies of New South Wales and Queensland entering into an agreement in reference to the New Caledonian cable without first consulting the other colonies; but I presume that in all cases where Governments are responsible to the people for their political actions they do not require to solicit the sanction of a sister colony before entering upon it.

Therefore this objection is only an attempt to bolster up the ideas of a single Minister, because he does not like it to be thought that an important work of this character should be carried out without his Government being consulted.

It may be remembered in the history of colonial cable-communication, when first it was contemplated to connect with Europe by cable, Captain Noel Osborne, of the Eastern Extension Telegraph Company, and myself were on our way to these colonies under an arrangement to consult the whole of the Colonies of Australasia, "more especially Queensland," upon the question of cable-communication with England, but on Captain Noel Osborne's arrival at Adelaide he was intercepted there by the Adelaide Government, and they, without consulting any of the other colonies, entered into a binding arrangement with him for carrying out the Port Darwin route. After this the whole of the Australasian Colonies were drawn into the arrangement, much against their will, because at this time and for some years after all cable messages had to pass through the Dutch territory, causing considerable difficulty, and it was only when the cable that was laid between Port Darwin and Banjoewangi (Java) became interrupted for several months, in 1885, that it was thought desirable to get direct communication between Port Darwin and Singapore, under the designation of a "*duplicate cable*," for which the Australasian Colonies (except Queensland) were saddled with the subsidy of £32,400 a year for twenty years, or equal to the sum of £648,000 at the completion of the agreement on the 1st July, 1899; so that I do not see how Mr. Fleming's parallel in regard to the French cable is in any way different on national grounds to the arrangement made by the South Australian Government with Captain Noel Osborne to take the colonial telegraph information through "foreign territory," the only difference being that in twenty years the Governments will have paid the modest sum of £648,000 as a subsidy, whereas, in the case of the Pacific cable which my companies intend to carry out, the Government will probably not be required to contribute one-fourth of that sum in the same time, and, with the enormous traffic which will arise through the conveniences and connections of other countries, it will possibly reduce the amount of guarantee to a minimum.

I am unable to understand how it is possible for any communities having the slightest pretensions to commercial prosperity to disregard such important facts as these upon a mere bogey-cry of nationality, when the welfare and the general interests of the people demand that they should have every facility afforded for placing them in the position of obtaining cheaper, speedier, and more accurate means of procuring intelligence of the commerce of the world.

I have, &c.,

AUDLEY COOTE.

The Hon. the Premier, New South Wales.

## APPENDIX H.

### PAPERS RELATIVE TO THE REPRESENTATION OF FIJI AT THE POSTAL UNION CONGRESS AND INTERCOLONIAL CONFERENCE.

#### No. 1.

MEMORANDUM BY THE DEPUTY POSTMASTER-GENERAL, NEW SOUTH WALES.

*Laid upon the Table by the Hon. Mr. Kidd, N.S.W., and ordered to be printed.*

THE London Post Office wrote on the 14th December last (letter hereunder), stating that hitherto all communications between the Berne Bureau and Fiji have been made through the London Office, but now Fiji proposes that that colony should be represented at the Union Congress by the representative of the Australasian Colonies (which point has already been settled by correspondence between Fiji and New South Wales), and that "in respect of all matters discussed at Intercolonial Conferences, and otherwise in the interval between the Union Congresses, Fiji shall be represented by the representative of New South Wales.

"His Excellency is assumed to have satisfied himself that your Office will have no objection to the latter part of the proposal; and, as the Secretary of State for the Colonies and Her Majesty's Postmaster-General entirely concur in it, I lose no time in communicating with you on the subject.

"The adoption of the course indicated will involve the transmission of all communications, documents, and specimens of postage-stamps, &c., from the International Bureau of the Postal Union for the Post Office of Fiji through the medium of the Post Office of New South Wales, instead of through this department; and the Director of the International Bureau has been requested to give instructions accordingly.

"The Postmaster-General of South Australia has also been informed of the arrangement."

This letter was received on the 16th January. Before receipt of it, however—namely, on 12th December, the Honourable Mr. Ward telegraphed suggesting that we invite representative of Fiji to future conferences, and asking Mr. Kidd to give his opinion after conferring with other Postmasters-General. This was done, and all the Postmasters-General concurring, Mr. Ward was so informed on the 5th January, Mr. Ward replying on 12th, as follows: "On behalf of colonies Premier has wired Fiji to send representative to Conference."

#### No. 2.

COPY OF LETTER FROM THE SECRETARY, GENERAL POST OFFICE, LONDON, TO THE HON. THE POSTMASTER-GENERAL, SYDNEY.

*Laid upon the table by the Hon. Mr. Kidd, N.S.W., and ordered to be printed.*

SIR,—

General Post Office, London, 14th December, 1893.

Since the entry of the Australasian Colonies into the Postal Union on the 1st of October, 1891, communications between the International Bureau of the Union and the Post Office of Fiji have been sent through the medium of this department.

In connection with the question of the representation of Australasia in the Postal Union, the Governor of Fiji has proposed that, in regard to all matters discussed and settled at Postal Union Congresses, the Colony of Fiji shall be represented by the delegate for the group of the British Colonies of Australasia; and that in respect of all matters discussed at Intercolonial Postal Conferences, and otherwise in the intervals between the Union Congresses, Fiji shall be represented by the representative of New South Wales.

His Excellency is assumed to have satisfied himself that your office will have no objection to the latter part of the proposal; and, as the Secretary of State for the Colonies and Her Majesty's Postmaster-General entirely concur in it, I lose no time in communicating with you on the subject.

The adoption of the course indicated will involve the transmission of all communications, documents, and specimens of postage-stamps, &c., from the International Bureau of the Postal Union for the Post Office of Fiji through the medium of the Post Office of New South Wales, instead of through this department; and the Director of the International Bureau has been requested to give instructions accordingly.

The Postmaster-General of South Australia has also been informed of the arrangement.

The Postmaster-General, Sydney.

I am, &c.,

H. BUXTON FORMAN.

## No. 3.

COPY OF LETTER SENT TO FIJI INVITING THE ATTENDANCE OF A REPRESENTATIVE AT THE  
WELLINGTON CONFERENCE.

*Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.*

The Hon. J. G. WARD, New Zealand, to the Hon. the COLONIAL SECRETARY, Fiji.

SIR,—

Premier's Office, Wellington, 11th January, 1894.

I have the honour to inform you that, believing the time has arrived when a representative from Fiji should take part in the deliberations of the annual Conferences which meet to discuss Post Office and Telegraph matters of more or less interest to Fiji as well as to Australasia, the several Governments have unanimously decided that an invitation should be extended to your colony to send a representative to the Conference which is to meet in New Zealand in a few weeks' time. On behalf of the Governments of the Australasian Colonies, I have therefore very great pleasure in inviting you to send a representative to the Conference which is to meet in Wellington on the 5th March next, and to express the hope that you may find it convenient to accept the invitation. In addition to an interchange of views of matters to be brought up at the Conference, much is to be gained by personal intercourse and informal discussion on other matters.

I need scarcely state that a cordial welcome will be given any representative from your colony. The Postmaster-General, to whom the arrangements in connection with the Conference have been intrusted, has requested me to say that he is arranging to take the representatives to some of the wonderful sights to be seen in this colony, and, with this in view, the whole of the Australian representatives are to leave Melbourne on the 17th proximo for the Bluff. If your Government should decide to send a representative, he should, if he wishes to make the complete tour, arrive at the former port not later than the 17th, and at Bluff not later than the 21st proximo.

I enclose a proof of the list of subjects for consideration at the Conference, so far as received from the several colonies; and, should your colony send a representative, I shall be obliged if you will forward by an early opportunity a list of the subjects you would wish considered.

I have, &c.,

J. G. WARD,

For the Premier.

The Colonial Secretary, Suva, Fiji.

## APPENDIX I.

## PAPERS RELATIVE TO THE HOUR-ZONE TIME SYSTEM.

## No. 1.

## HOUR-ZONE TIME.

The Hon. Sir THOMAS McILWRAITH to the PREMIERS of the Australian Colonies.

*Laid on the Table by the Hon. Mr. Wilson, and ordered to be printed.*

SIR,—

Chief Secretary's Office, Brisbane, 19th August, 1893.

At a meeting of the Post and Telegraph Conference held in Brisbane in March last the following resolution was proposed by Mr. Todd, of South Australia: "That it is desirable in the interests of the colonies to adopt the hour-zone system, or some modification of it."

In speaking on this motion, all Mr. Todd's arguments applied to the hour-zone system in its entirety, which may be expressed in the following resolution passed by a meeting of surveyors held in Melbourne in November last: "That the true mean time on the 150th meridian east of Greenwich should be adopted as the standard time for all railway, telegraphic, and other purposes, and that it should be made the legal standard of time within the Colonies of New South Wales, Tasmania, Victoria, and Queensland. Also, that South Australia should adopt the same time, or the mean time of the 135th meridian, which is exactly one hour later; and that Western Australia should adopt the mean time of the 130th meridian, which is two hours later."

Mr. Todd's resolution was ultimately altered to read as follows: "That it is desirable in the public interests that the hour-zone system should be adopted, or that there should be one time throughout Australia—namely, the 135th meridian, nine hours east of Greenwich."

I direct your attention to the debate on this resolution, and to the fact that very little reason was given why the 135th meridian, or one time, should be adopted for the whole of Australia.

As Premier of the colony in which the Conference took place, I have, according to custom, undertaken to bring the resolution before you, but I have to add that it has since been under the consideration of this Government, who differ from the resolution that was carried.

It is to be regretted that full discussion on the subject did not take place. I consider that the hour-zone system has great advantages over the system of one time, and that it should be adopted. I admit that the one-time system, if adopted, would be met most conveniently by adopting the 135th meridian; this, however, makes a difference in time by longitude, between the 135th meridian time and Brisbane time, of one hour and twelve minutes—that is, when it is twelve o'clock there it will be twelve minutes past one by mean time in Brisbane. In addition to this, at one time of the year apparent time is about sixteen minutes in advance of mean time, so that then the difference between apparent time and time according to the 135th meridian would be as much as one hour and twenty-eight minutes. This, of course, involves considerable inconvenience, and the same inconvenience will, to a certain extent, be felt all down the eastern coast. At Perth, in Western Australia, if the 135th meridian for all Australia is adopted, there will be difference in longitude of one hour and seventeen minutes, so that noon will be only 10' 43" by the sun; and at one time in the year the difference between apparent time and the 135th meridian time will be over one hour and thirty-one minutes.

If, on the other hand, the zone system is adopted, the 150th meridian would suit well for Queensland, New South Wales, Victoria, and Tasmania. The 135th would suit admirably for South Australia. The 120th would suit in the same way for Western Australia. I, of course, assume that the zone stretching east from the 135th meridian would not cover the whole seven and a half degrees making the half-hour, but would stop at the boundaries of the Colonies of Queensland and New South Wales, making thereby the same time in the Colonies of Queensland, New South Wales, Victoria, and Tasmania. No doubt the zone system will stretch further east, when New Caledonia may be expected to, and no doubt will, adopt the 165th meridian. We will thus have time in Australia, according to the different colonies, differing by exactly full hours from English time, and from the time in countries that have already adopted the zone system. Were the 150th meridian adopted for New South Wales, Victoria, Tasmania, and Queensland, the greatest difference would be felt in the western part of Queensland; but there the time would only differ from apparent time by forty-eight minutes. It is, in sparsely-populated countries such as are the western parts of Queensland and New South Wales, a matter of very little importance. By this system we secure the advantage that the time remains unaltered when the borders of New South Wales or Queensland are crossed into South Australia or the Northern Territory. The same principle may be adopted in making the boundary of the West Australian zone in seven and a half degrees east of the 120th meridian, the 129th being the boundary between West Australia and South Australia.

From the foregoing you will understand that the Queensland Government desires to adopt the hour-zone system in its entirety, limited only by the wish to make, as far as practicable, the boundaries of the zones coincide with the boundaries of the colonies, and I urge the matter for your serious consideration, thoroughly believing that the adoption of this system will add to the convenience of business arrangements in all the colonies, both among themselves and with other countries.

If you are of the same opinion, and the other colonies agree, I will be happy to prepare a Bill with a view to carrying out the object, and submit it to you.

Premiers, Australian Colonies.

I have, &c.,

THOMAS McILWRAITH.

## No. 2.

REFERENDUM by Sir CHARLES TODD, Postmaster-General, South Australia, relative to the Hour-zone System.

*Laid on the Table by the Hon. Dr. Cockburn, and ordered to be printed.*

I PLACED this matter very clearly before the Conference at Brisbane, and pointed out that we had the choice of two alternatives. Either would be a great improvement on the present system, under which each colony observes, as a rule, throughout its limits the local mean time of its capital.

1. We might adopt three hour-zones—viz., (a) the 120th meridian, or eight hours east of Greenwich, for West Australia; (b) the 135th meridian, or nine hours east of Greenwich, for South Australia; (c) the 150th meridian, or 10 hours east of Greenwich, for Tasmania, Victoria, New South Wales, and Queensland—as agreed to at the conference of surveyors held at Melbourne in November, 1892. Or—

2. Adopt one standard time for the whole of the colonies—viz., the 135th meridian, nine hours east of Greenwich, which so nearly bisects Australia. For telegraph and railway purposes the latter course has much to recommend it, and personally I strongly urged its claims for favourable consideration.

My views were generally concurred in by the other members of the Postal and Telegraph Conference—as will be seen from the report of the discussion—and the following resolution was unanimously agreed to: “That it is desirable in the public interests that the hour-zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that of the 135th meridian, or nine hours east of Greenwich.”

I believe the Railway Commissioners of the several colonies are in favour of the adoption of one standard time, and it is viewed with equal favour elsewhere, as the following extracts will show:—

Extract from a letter to me from the Astronomer Royal, Mr. H. M. Christie, M.A., F.R.S.:—

“I am very glad to see by the report of the Postal and Telegraph Conference in Australia just received that you have been so successful in promoting the unification of time in Australia. It is a great point to have one time for the whole continent, and I trust the resolution of the Conference will soon be carried out. You have done good service in urging the adoption of one time rather than three hour-zones, which, as it seems to me, would be only a provisional arrangement. I fancy that in Canada and the United States they are coming to one time as replacing the hourly zone system, which, though a great reform, can only be looked upon as a step towards uniformity in time-reckoning.”

Mr. Sandford Fleming writes me as follows:—

“You were good enough to send me a copy of the proceedings of the Postal and Telegraph Conference held at Brisbane in March last, in which I was glad to notice the resolution passed, mainly through your influence, in the matter of the hour-zone time. As I am chairman of a special committee on standard time of the American Society of Civil Engineers, and they will expect to hear from me at the next annual meeting, I shall be glad to learn if anything further has been done, or likely to be done, in Australia. My own opinion is that the resolution of the Postal Conference is the very best decision that could be reached in Australia.”

The following is taken from the *Observatory*, an astronomical magazine published in England:—

“At the Postal and Telegraph Conference held in Brisbane in 1893 the subject of hour-zone time was considered. Mr. (now Sir Charles) Todd (South Australia) made a statement on the question, pointing out that if the system adopted in the United States were followed in Australia three times would be adopted for the continent, differing from Greenwich time by eight, nine, and ten hours respectively, and at a recent conference of surveyors a resolution was passed in favour of this plan. But he was disposed to think that there would be greater advantages in only having one time throughout the whole continent—viz., nine hours east of Greenwich. True, those in the extreme east and extreme west would be some one and quarter hours away from local time; but this was a small inconvenience compared with that of changing the time twice when on railway journeys, as experience had shown. Many of them had already been living for years with official or standard time differing by nearly an hour from local time, and no serious inconvenience had been felt. Mr. Todd was supported by the Hon. J. G. Ward (New Zealand), the Hon. J. Kidd (New South Wales), the Hon. A. Wynne (Victoria), and finally the following resolution was passed: ‘That it is desirable in the public interests that the hour-zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that of the 135th meridian, or nine hours east of Greenwich.’”



"We tender our hearty congratulations to Sir Charles Todd on the success of the movement of which he has taken charge. If the resolution is, as we hope, soon put into practical operation it will be a distinct advance upon the hour-zone system to have one time throughout such a large portion of the inhabited globe as Australia and New Zealand, and it will promise well for the ultimate adoption of a single universal time all over the world."

From a telegraphic point of view one time would be a great convenience to the mercantile world. A merchant in London will know that every telegram he receives from Australia is timed nine hours in advance of Greenwich.

The inconvenience referred to by Sir Thomas McIlwraith of adopting a standard time differing at the extreme limits somewhat over an hour from local time is more imaginary than real. Persons would become accustomed to the change of hour, and perform their ordinary functions at the same *time of day* as hitherto. Thus, a man accustomed to go to his office at nine in the morning will at Brisbane go when the clock strikes eight, and at Perth when it strikes ten.

The adoption of one standard time would obviate the inconvenience now experienced under the hour-zone system, where two towns, only a few miles apart, are situated near to (one on each side of) the meridian bounding two contiguous zones, and consequently differ one hour in time. This would happen at Cockburn and Broken Hill, as New South Wales time will be one hour in advance of South Australia.

These considerations weighed with the delegates at the Brisbane Conference, and also with the Railway Commissioners whom I consulted; and I would very strongly urge, before setting aside the decision arrived at after full discussion at Brisbane, that the question may be again submitted to the various Governments, and especially to the Railway and Telegraph Departments.

C. Todd,

10th November, 1893.

Postmaster-General and Superintendent of Telegraphs.

## APPENDIX J.

## TELEGRAPH STATISTICS LAID BEFORE THE CONFERENCE.

## SOUTH AUSTRALIA.

*Laid upon the Table by the Hon. John Alexander Cockburn, M.D., Lond., and ordered to be printed.*

INTERNATIONAL TELEGRAPH TRAFFIC.—From 1st May, 1891, to 31st January, 1894,  
compared with the Years 1889 and 1890.

*Notes.*

AN agreement made at the Sydney Conference of 1891 between the cable company and the following colonies: South Australia, Victoria, Tasmania, New South Wales, and Western Australia to reduce the tariff from the 1st May, 1891, the cable company to be guaranteed their 1889 receipts, viz., £237,736, the company bearing one-half of any loss, and the contributing colonies the other half. Similar agreement made between the contributing colonies, agreeing to guarantee South Australia £37,552 per annum.

From the 1st May, 1891, cable rates (contributing colonies), Adelaide to London, &c., were reduced from 9s. 4d. to 4s. per word, and rates to other parts of the world reduced in proportion, Government messages 3s. 6d. per word, and Press messages 1s. 9d. per word.

From the 1st January, 1893, an all round increase of 9d. per word was made on ordinary or public messages, Government and Press messages not being affected. Through insufficient notice the extra charge of 9d. per word was not collected by India, Burmah, and Ceylon until the 16th January, 1893.

From the 1st January, 1893, New Zealand joined the contributing colonies as a party to the cable and South Australian guarantees.

NOTE.—The contributions of the colonies are calculated on the basis of population.

## COMPARATIVE STATEMENT SHOWING THE INCREASE TO BUSINESS SINCE THE ALTERED RATES CAME INTO OPERATION FROM THE 1ST MAY, 1891.

*Total Number of Messages.*

|                  | 1889.  | 1890.  | 1891-92. | 1892-93. | Nine Months<br>of 1893-94. |
|------------------|--------|--------|----------|----------|----------------------------|
| May ... ..       | 4,882  | 5,590  | 6,749    | 6,867    | 8,541                      |
| June ... ..      | 4,852  | 5,481  | 6,556    | 7,177    | 7,683                      |
| July ... ..      | 5,277  | 5,347  | 7,018    | 7,074    | 7,361                      |
| August ... ..    | 5,155  | 5,526  | 6,941    | 6,950    | 7,383                      |
| September ... .. | 4,989  | 5,483  | 6,855    | 6,907    | 7,499                      |
| October ... ..   | 5,886  | 5,926  | 7,543    | 7,681    | 7,348                      |
| November ... ..  | 6,065  | 5,975  | 7,235    | 8,034    | 8,034                      |
| December... ..   | 5,513  | 6,110  | 7,101    | 7,864    | 7,137                      |
| January ... ..   | 5,468  | 5,758  | 7,892    | 7,826    | 7,477                      |
| February ... ..  | 4,798  | 5,047  | 7,050    | 7,159    | ...                        |
| March ... ..     | 5,183  | 5,485  | 7,764    | 7,519    | ...                        |
| April ... ..     | 4,841  | 5,338  | 6,870    | 7,611    | ...                        |
| Total ... ..     | 62,909 | 67,066 | 85,574   | 88,669   | ...                        |

*Showing the Number of Messages (to and from each Colony) during the above Twelve Months.*

|                          | 1889.  | 1890.  | 1891-92. | 1892-93. | Nine Months<br>of 1893-94. |
|--------------------------|--------|--------|----------|----------|----------------------------|
| South Australia ... ..   | 8,122  | 10,429 | 12,021   | 13,741   | 11,257                     |
| Victoria ... ..          | 21,541 | 22,149 | 31,691   | 30,907   | 22,435                     |
| Tasmania ... ..          | 791    | 891    | 1,569    | 1,335    | 882                        |
| New South Wales ... ..   | 18,211 | 18,406 | 29,104   | 30,616   | 21,892                     |
| New Zealand ... ..       | 8,361  | 8,673  | 5,925    | 7,588    | 8,676                      |
| Queensland ... ..        | 4,619  | 5,044  | 2,513    | 1,980    | 1,433                      |
| Western Australia ... .. | 1,264  | 1,474  | 2,751    | 2,502    | 1,888                      |
| Total ... ..             | 62,909 | 67,066 | 85,574   | 88,669   | 68,463                     |

*Total Number of Words.*

|                  | 1889.   | 1890.   | 1891-92.  | 1892-93.  | Nine Months of 1893-94. |
|------------------|---------|---------|-----------|-----------|-------------------------|
| May ... ..       | 67,319  | 70,057  | 95,438    | 105,860   | 163,423                 |
| June ... ..      | 62,930  | 67,840  | 95,390    | 105,859   | 142,639                 |
| July ... ..      | 63,915  | 71,630  | 101,783   | 105,666   | 130,423                 |
| August ... ..    | 62,563  | 69,004  | 102,371   | 102,767   | 109,991                 |
| September ... .. | 60,295  | 68,555  | 103,356   | 102,410   | 109,285                 |
| October ... ..   | 73,928  | 73,213  | 112,948   | 113,717   | 104,725                 |
| November ... ..  | 79,334  | 72,525  | 105,546   | 119,390   | 109,120                 |
| December ... ..  | 65,846  | 69,703  | 105,684   | 113,068   | 97,088                  |
| January ... ..   | 68,628  | 66,994  | 113,144   | 107,545   | 107,142½                |
| February ... ..  | 61,926  | 65,082  | 104,416   | 101,775   | ...                     |
| March ... ..     | 64,818  | 66,679  | 118,469   | 104,424   | ...                     |
| April ... ..     | 62,415  | 65,996  | 116,646   | 120,855   | ...                     |
| Total ... ..     | 793,917 | 827,278 | 1,275,191 | 1,303,336 | ...                     |

*Showing the Number of Words (to and from each Colony) during the above Twelve Months.*

|                          | 1889.   | 1890.   | 1891-92.  | 1892-93.  | Nine Months of 1893-94. |
|--------------------------|---------|---------|-----------|-----------|-------------------------|
| South Australia ... ..   | 147,804 | 181,101 | 255,138   | 270,571   | 200,257                 |
| Victoria ... ..          | 291,436 | 292,850 | 538,440   | 520,916   | 433,453                 |
| Tasmania ... ..          | 7,122   | 7,968   | 14,418    | 11,498    | 7,860                   |
| New South Wales ... ..   | 193,747 | 194,724 | 370,633   | 381,944   | 290,857½                |
| New Zealand ... ..       | 90,722  | 83,871  | 46,672    | 75,850    | 109,682                 |
| Queensland ... ..        | 53,068  | 54,989  | 20,407    | 17,730    | 13,374                  |
| Western Australia ... .. | 10,018  | 11,775  | 29,483    | 24,827    | 18,353                  |
| Total ... ..             | 793,917 | 827,278 | 1,275,191 | 1,303,336 | 1,073,836               |

*Total Receipts.*

|                  | 1889.               | 1890.               | 1891-92.           | 1892-93.           | Nine Months of 1893-94. |
|------------------|---------------------|---------------------|--------------------|--------------------|-------------------------|
| May ... ..       | £ 26,396 s. 11 d. 7 | £ 27,747 s. 10 d. 9 | £ 20,586 s. 8 d. 7 | £ 21,057 s. 2 d. 8 | £ 35,757 s. 4 d. 8      |
| June ... ..      | 25,556 11 2         | 26,952 6 1          | 20,037 17 2        | 21,141 3 2         | 31,791 17 5             |
| July ... ..      | 26,418 4 1          | 28,015 11 2         | 20,516 9 10        | 21,266 19 4        | 28,125 5 9              |
| August ... ..    | 25,992 13 0         | 27,477 19 9         | 21,158 6 4         | 20,671 5 9         | 25,084 7 6              |
| September ... .. | 25,185 18 1         | 26,867 2 10         | 21,112 13 7        | 20,802 15 8        | 25,274 14 9             |
| October ... ..   | 31,423 12 3         | 30,229 8 2          | 23,067 5 1         | 23,005 0 10        | 24,577 4 3              |
| November ... ..  | 32,497 19 10        | 29,876 8 6          | 21,397 11 8        | 23,656 13 4        | 25,672 19 0             |
| December ... ..  | 27,603 5 11         | 28,842 8 3          | 21,206 14 2        | 22,645 15 7        | 22,843 9 10             |
| January ... ..   | 27,329 14 10        | 27,792 13 0         | 23,077 16 4        | 24,070 7 11        | 24,419 8 5              |
| February ... ..  | 24,739 9 6          | 25,729 7 3          | 20,784 12 7        | 22,837 15 6        | ...                     |
| March ... ..     | 26,571 7 1          | 26,288 15 0         | 22,859 3 9         | 23,976 0 11        | ...                     |
| April ... ..     | 24,920 17 0         | 25,648 12 2         | 20,825 5 1         | 26,638 19 2        | ...                     |
| Total ... ..     | 324,636 4 4         | 331,468 2 11        | 256,633 4 2        | 271,769 19 10      | ...                     |

*Showing the Total Receipts (to and from each Colony) during the above Twelve Months.*

|                    | 1889.        | 1890.        | 1891-92.     | 1892-93.      | Nine Months of 1893-94. |
|--------------------|--------------|--------------|--------------|---------------|-------------------------|
|                    | £ s. d.      | £ s. d.      | £ s. d.      | £ s. d.       | £ s. d.                 |
| South Australia... | 39,067 5 5   | 48,405 0 7   | 34,695 0 7   | 37,545 0 11   | 30,342 11 10            |
| Victoria ...       | 119,680 7 0  | 117,652 3 10 | 103,363 13 6 | 108,491 8 7   | 101,442 7 9             |
| Tasmania ...       | 3,543 6 9    | 3,708 18 7   | 3,344 9 11   | 2,729 8 11    | 2,049 11 7              |
| New South Wales    | 85,306 17 2  | 87,749 2 2   | 76,594 14 11 | 83,853 11 7   | 71,167 7 3              |
| New Zealand ...    | 48,156 19 11 | 44,212 4 9   | 24,024 7 0   | 26,472 8 2    | 28,502 4 7              |
| Queensland ...     | 24,755 8 5   | 24,740 18 4  | 8,820 7 4    | 7,542 8 4     | 5,950 15 9              |
| Western Australia  | 4,125 19 8   | 4,999 4 2    | 5,790 10 11  | 5,135 13 4    | 4,091 12 10             |
| Total ...          | 324,636 4 4  | 331,468 2 11 | 256,633 4 2  | 271,769 19 10 | 243,546 11 7            |

*South Australian Revenue (Amount to be Guaranteed, £37,552).*

|               | 1889.       | 1890.      | 1891-92.         | 1892-93.        | Nine Months of 1893-94. |
|---------------|-------------|------------|------------------|-----------------|-------------------------|
|               | £ s. d.     | £ s. d.    | £ s. d.          | £ s. d.         | £ s. d.                 |
| May ...       | 3,052 6 5   | 3,203 6 10 | 2,127 8 9        | 2,265 11 9      | 4,336 9 6               |
| June ...      | 2,951 3 8   | 3,146 15 8 | 2,106 13 2       | 2,244 19 2      | 3,796 16 0              |
| July ...      | 3,050 12 10 | 3,282 18 6 | 2,179 15 8       | 2,264 15 11     | 3,422 6 1               |
| August ...    | 2,985 2 5   | 3,353 12 4 | 2,187 10 4       | 2,168 7 10      | 2,978 1 6               |
| September ... | 2,931 6 2   | 3,060 2 0  | 2,235 18 10      | 2,167 7 7       | 2,937 18 4              |
| October ...   | 3,625 1 7   | 3,485 7 11 | 2,408 16 3       | 2,377 15 8      | 2,642 8 11              |
| November ...  | 3,698 19 0  | 3,426 12 2 | 2,234 2 0        | 2,459 8 10      | 2,797 7 5               |
| December ...  | 3,169 8 2   | 3,269 5 1  | 2,187 13 0       | 2,299 3 9       | 2,659 0 7               |
| January ...   | 3,191 15 5  | 3,169 14 0 | 1892. 2,424 14 8 | 1893. 2,889 3 8 | 1894. 2,893 18 4        |
| February ...  | 2,912 8 11  | 2,972 6 2  | 2,178 0 1        | 2,736 17 9      | ...                     |
| March ...     | 3,102 19 9  | 3,059 18 4 | 2,478 7 0        | 2,836 19 6      | ...                     |
| April ...     | 2,880 15 5  | 3,015 1 3  | 2,388 6 11       | 3,166 12 3      | ...                     |
| Total ...     | 37,551 19 9 | 38,445 0 3 | 27,137 6 8       | 29,877 3 8      | ...                     |

*Australian Guarantee Fund (Amount to be guaranteed, £237,736).*

|               | 1891-92.          | 1892-93.          | 1893-94 (9 months). |
|---------------|-------------------|-------------------|---------------------|
|               | £ s. d.           | £ s. d.           | £ s. d.             |
| May ...       | 14,450 7 9½       | 15,099 18 10      | 25,913 9 5          |
| June ...      | 14,291 19 3       | 15,130 11 2½      | 22,919 14 2½        |
| July ...      | 14,612 6 1        | 15,122 3 8        | 20,408 2 10         |
| August ...    | 14,986 18 0½      | 14,694 11 11½     | 18,046 2 0          |
| September ... | 14,981 14 2       | 14,669 6 5        | 18,102 2 6½         |
| October ...   | 16,456 18 2½      | 16,276 6 4        | 17,628 9 11         |
| November ...  | 15,262 17 8       | 16,841 8 5        | 18,483 9 11         |
| December ...  | 15,097 18 9½      | 16,065 19 7½      | 16,379 15 6         |
| January ...   | 1892. 16,351 4 11 | 1893. 17,338 9 2½ | 1894. 17,523 8 5½   |
| February ...  | 14,890 14 10      | 16,484 7 2½       | ...                 |
| March ...     | 16,313 1 3        | 17,201 7 11½      | ...                 |
| April ...     | 15,000 15 5½      | 19,255 15 9½      | ...                 |
| Total ...     | 182,696 16 5½     | 194,180 6 7½      | ...                 |

STATEMENT SHOWING THE AMOUNTS MADE UP BY THE VARIOUS COLONIES ON ACCOUNT OF THE AUSTRALIAN GUARANTEE FUND, AND THE SOUTH AUSTRALIAN REVENUE FUND, SINCE THE 1ST MAY, 1891.

*South Australian Revenue Fund.*

| Colony.                  | First Year's Operations.   | Second Year's Operations.  | Third Year's Operations.                |
|--------------------------|----------------------------|----------------------------|-----------------------------------------|
|                          | May, 1891, to April, 1892. | May, 1892, to April, 1893. | May, 1893, to April, 1894. (Estimated.) |
|                          | £ s. d.                    | £ s. d.                    | £ s. d.                                 |
| South Australia ... ..   | 1,196 7 4                  | 863 1 5                    | 121 4 10                                |
| Victoria ... ..          | 4,257 16 9                 | 3,071 13 3                 | 431 9 5                                 |
| Tasmania ... ..          | 547 12 0                   | 395 0 11                   | 55 9 9                                  |
| New South Wales ... ..   | 4,227 6 7                  | 3,049 13 0                 | 428 7 7                                 |
| New Zealand ... ..       | ...                        | 161 9 8                    | 234 11 9                                |
| Western Australia ... .. | 185 17 4                   | 134 1 9                    | 18 16 8                                 |
| Total ... ..             | 10,415 0 0                 | 7,675 0 0                  | 1,290 0 0                               |

*Australian Guarantee Fund.*

|                          |             |             |           |
|--------------------------|-------------|-------------|-----------|
| South Australia ... ..   | 3,161 4 6   | 2,407 19 9  | 469 18 4  |
| Victoria ... ..          | 11,250 13 4 | 8,569 19 0  | 1,672 7 4 |
| Tasmania ... ..          | 1,446 18 10 | 1,102 3 6   | 215 1 7   |
| New South Wales ... ..   | 11,170 1 1  | 8,508 10 11 | 1,660 7 8 |
| New Zealand ... ..       | ...         | 815 4 9     | 909 5 1   |
| Western Australia ... .. | 491 2 6     | 374 2 1     | 73 0 0    |
| Totals ... ..            | 27,520 0 0  | 21,778 0 0  | 5,000 0 0 |

TOTAL NUMBER OF WORDS FOR INTERNATIONAL TRAFFIC FROM 1ST JANUARY TO 31ST DECEMBER, 1892, INCLUSIVE, AND FROM 1ST JANUARY TO 31ST DECEMBER, 1893:—

|                   | 1892.           | 1893.           |
|-------------------|-----------------|-----------------|
| Ordinary ... ..   | 1,029,508 words | 1,153,509 words |
| Government ... .. | 28,360 "        | 32,942 "        |
| Press ... ..      | 263,544 "       | 209,842 "       |
| Total ... ..      | 1,321,412 words | 1,401,293 words |

QUEENSLAND.

RETURN RELATIVE TO THE QUEENSLAND TELEGRAPH SERVICE, 1893.

*Laid on the Table by the Hon. Mr. Wilson, and ordered to be printed.*

On 1st January, 1894:—

|                                                   |               |
|---------------------------------------------------|---------------|
| Number of telegraph-stations ... ..               | 361           |
| Miles of line-wire ... ..                         | 17,810½       |
| Miles of line ... ..                              | 10,004½       |
| Total cost of construction to date ... ..         | £838,491 10 6 |
| Approximately—                                    |               |
| Number of messages transmitted, "cash" ... ..     | 881,971       |
| Number of messages transmitted, "O.H.M.S." ... .. | 85,874        |
| Revenue ... ..                                    | £77,761 15 6  |
| Value of "O.H.M.S." ... ..                        | £8,455 6 11   |

INTERNATIONAL.

|                                                     |              |
|-----------------------------------------------------|--------------|
| Number of messages transmitted, 1,034; value ... .. | £3,722 8 9   |
| Number of messages received, 951; value ... ..      | 4,385 4 2    |
|                                                     | £8,107 12 11 |

|                                                                                  |            |
|----------------------------------------------------------------------------------|------------|
| Net revenue to Queensland, or proportion of value in favour of Queensland ... .. | £228 17 11 |
|----------------------------------------------------------------------------------|------------|

TELEPHONES.

|                                               |            |
|-----------------------------------------------|------------|
| Number of telephones ... ..                   | 725        |
| Amount received in 1893 for telephones ... .. | £4,449 4 2 |

## TASMANIA.

RETURN RELATIVE TO THE TASMANIAN TELEGRAPH SERVICE, 1893.

*Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.*

|                                  |     |     |     |         |          |
|----------------------------------|-----|-----|-----|---------|----------|
| Number of telegraph-stations ... | ... | ... | ... | ...     | 145      |
| Miles of line ...                | ... | ... | ... | ...     | 1,398    |
| Miles of wire ...                | ... | ... | ... | ...     | 2,360    |
| Total cost of construction ...   | ... | ... | ... | £67,804 | 0s. 0d.  |
| Number of messages paid ...      | ... | ... | ... | ...     | 232,390  |
| Number of messages free ...      | ... | ... | ... | ...     | 49,234   |
| Revenue, gross ...               | ... | ... | ... | £23,818 | 8s. 1d.  |
| Revenue, net ...                 | ... | ... | ... | £12,224 | 11s. 1d. |

## NEW ZEALAND.

RETURN OF TELEGRAPH BUSINESS, NEW ZEALAND, 1893.

*Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.*

NEW ZEALAND TELEGRAPH SERVICE, 31ST DECEMBER, 1893.

|                                                             |     |     |     |          |           |
|-------------------------------------------------------------|-----|-----|-----|----------|-----------|
| Number of telegraph stations ...                            | ... | ... | ... | ...      | 640       |
| Miles of line-wire ...                                      | ... | ... | ... | ...      | 13,515    |
| Miles of line... ..                                         | ... | ... | ... | ...      | 5,513     |
| Total cost of construction to date, 31st December, 1893 ... | ... | ... | ... | £509,936 | 17s. 9d.  |
| Number of messages transmitted, Cash ...                    | ... | ... | ... | ...      | 1,825,646 |
| Number of messages transmitted, O.H.M.S. ...                | ... | ... | ... | ...      | 244,045   |
| Revenue ...                                                 | ... | ... | ... | £87,425  | 9s. 7d.   |
| Value of O.H.M.S. ...                                       | ... | ... | ... | £28,317  | 7s. 10d.  |
| International—                                              |     |     |     |          |           |
| Number of messages transmitted, 6,116; value ...            | ... | ... | ... | £20,935  | 15s. 6d.  |
| Number of messages received, 5,440; value ...               | ... | ... | ... | ...      | ...       |
| Telephones—                                                 |     |     |     |          |           |
| Number of telephones, 31st December, 1893 ...               | ... | ... | ... | ...      | 4,144     |
| Amount received in 1892 for telephones ...                  | ... | ... | ... | £21,105  | 14s. 10d. |

RETURN RELATIVE TO THE INTERCOLONIAL TELEGRAPH-CABLE GUARANTEE.

*Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.*

NEW ZEALAND-SYDNEY CABLE GUARANTEE.

STATEMENT OF TRAFFIC FOR THE YEAR 1893.

|                                                                                                           |     |     |                |
|-----------------------------------------------------------------------------------------------------------|-----|-----|----------------|
| Amount guaranteed to cable company, as per agreement ...                                                  | ... | ... | £26,258        |
| Actual receipts by cable company ...                                                                      | ... | ... | 12,144         |
| Showing a loss to the cable company of ...                                                                | ... | ... | <u>£14,144</u> |
| The apportionment of this loss is as follows:—                                                            |     |     |                |
| Cable company bears one-quarter, equal to ...                                                             | ... | ... | £3,536         |
| New Zealand bears three-quarters, equal to ...                                                            | ... | ... | 10,608         |
|                                                                                                           |     |     | <u>£14,144</u> |
| New Zealand's three-quarter share is divided thus—                                                        |     |     |                |
| New Zealand <i>solus</i> pays one-third (equal to one-quarter of total loss) or ...                       | ... | ... | £3,536         |
| The contributing colonies, including New Zealand, pay two-thirds (equal to one-half of total loss) or ... | ... | ... | 7,072          |
|                                                                                                           |     |     | <u>£10,608</u> |

The contributing colonies' proportion, divided on the basis of population, is:—

| Colony.               | Population.      | Amount.       |          |          |
|-----------------------|------------------|---------------|----------|----------|
|                       |                  | £             | s.       | d.       |
| Victoria ...          | 1,140,405        | 2,365         | 8        | 0        |
| New South Wales ...   | 1,132,234        | 2,348         | 9        | 0        |
| New Zealand ...       | 620,030          | 1,286         | 1        | 0        |
| South Australia ...   | 320,431          | 664           | 12       | 7        |
| Tasmania ...          | 147,667          | 304           | 4        | 3        |
| Western Australia ... | 49,782           | 103           | 5        | 2        |
| Totals ...            | <u>3,409,549</u> | <u>£7,072</u> | <u>0</u> | <u>0</u> |

## APPENDIX K.

## EMPLOYMENT OF COLOURED LABOUR ON MAIL STEAMERS.

## EMPLOYMENT OF COLOURED LABOUR ON MAIL STEAMERS.

The AGENT for the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY to the Hon. the PRESIDENT of the POSTAL and TELEGRAPH CONFERENCE.

*Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.*

SIR,—

21st February, 1894.

Apropos of the inclosed paragraph, which appeared in the Sydney *Daily Telegraph* of the 16th instant, I have the honour to bring under your notice two statements which are reported to have been made by deputationists who waited on the Postmaster-General of New South Wales. These, if allowed to remain uncontradicted, cannot but create a wrong impression in regard to the events to which they refer.

It is stated that at the wreck of the "Tasmania" "the native crew took possession of the lifeboats, some of which were swamped while being launched, while the passengers were left to shift for themselves." To this utterly incomprehensible statement I feel I must give a most unqualified denial; and in support thereof I would remind the members of your distinguished body of the fact that, although the commander, several of the European, and about thirty of the native crew perished, not one single passenger was lost.

At the inquiry held in London, shortly after the disaster, it was conclusively shown that the native crew, so far from rushing the boats, behaved admirably, and, as a matter of fact, died at their posts.

The other point to which I would refer is the somewhat ill-thought-out reference to the wreck of the British India Steam Navigation Company's s.s. "Quetta," in respect of which I will crave your indulgence, simply for the purpose of mentioning that the time which elapsed between the striking of this vessel on an unknown rock and her actual sinking was inside three minutes.

I have, &c.,

A. D. MICHIE,

The Hon. the President of the Australian Postal Conference, Wellington.

Agent.

[Extract from the Sydney *Daily Telegraph*, dated the 16th February, 1894.]

COLOURED LABOUR ON MAIL STEAMERS.—DEPUTATION TO THE POSTMASTER-GENERAL.—THE RESOLUTION OF THE LABOUR CONFERENCE.

A DEPUTATION, consisting of Messrs. Davis, Houghton, Gardiner, Cann, Langwell, J. D. Fitzgerald, Bavister, and Edden, waited on the Postmaster-General yesterday, and asked that no subsidies should be paid to mail or other steamers belonging to lines on which coloured labour was employed.

Mr. Davis said the deputation understood that the Postmaster-General was about to leave for the Postal Conference in New Zealand, and they desired to say that the Intercolonial Labour Conference, recently held in Sydney, had passed a resolution to the effect that every effort should be made to induce the various Governments contributing to the subsidies of steamers carrying mails or other articles to insert a clause in the contract providing that none but European or Australian labour should be employed. Action similar to that now being taken had already been urged on the Premier of South Australia, and he believed with good effect, as Mr. Kingston had fallen in with the adoption of the idea, and quite agreed that only Europeans or Australians should form the crews of these vessels. A similar deputation had also waited on the Premier of Victoria, and he believed the matter was under consideration by the Government. The South Australian delegate to the Postal Conference had, he was told, received instructions to vote in favour of granting no subsidy to any mail steamer carrying a black crew. In Queensland, about eighteen months ago, the Government had fallen in with the same idea, and in the new contract with the British-India Steam Navigation Company a clause had been inserted specifying that only European labour should be employed on the boats. The deputation thought it would be only right that the New South Wales Government should fall in with the views adopted by the Governments of the two colonies named. The P. and O. Company, which received half the subsidy given to the English mail lines, employed crews of lascars and other Asiatics, while the Orient Company employed only Europeans. There was no doubt that the P. and O. boats were very fine ones, but in case of disaster their crews could not be relied on to do their duty. When the R.M.S. "Tasmania" went ashore in the Mediterranean a few years ago, the coolie crew took possession of the lifeboats, some of which were swamped while being launched, while the passengers were left to shift for themselves. A large

number of lives would have been lost had assistance not been sent from the shore. When the Orient liner "Garonne" went ashore in the Red Sea some years ago the European crew did their duty like men, and both ship and passengers were saved by jettisoning some of the cargo. There were innumerable cases to show that Asiatics were not sufficient to man vessels, and in addition, they were not desirable additions to the population of these colonies. As a new mail contract would have to be entered into before long, the deputation thought the present was the most opportune time to bring the matter under the notice of the Postmaster-General.

Mr. J. D. Fitzgerald instanced the "Quetta" disaster in Torres Straits, to show the utter unreliability of Asiatic crews in times of disaster.

Mr. Kidd, in reply, said the present contract did not fall in until the end of next year, but the Imperial authorities had made a suggestion that the present contract might be continued on the same basis as at present for two years longer, in order that the whole of the Eastern contracts might fall in at the one time. This matter would have to be discussed by the forthcoming Postal Conference. The amount of subsidy paid by the colonies was £75,000 to the P. and O. and Orient lines, and the Imperial Government contributed £95,000. With regard to the representations made to him by the deputation, all he could say was that in all probability a Cabinet meeting would be held on the following day, when he would lay before his colleagues all that the deputation had urged, and that was all he could promise at the present time.

Mr. Davis suggested that the colonies might decline to extend the terms of the contract on the present basis.

Mr. Kidd said that would be for the Conference to decide.





Reference

- N° 1 M<sup>r</sup> Fleming's suggested Cable Routes shown thus ————  
N° 2 " " " " " " ————  
N° 3 " " " " " " ————  
N° 4 " " " " " " ————  
N° 5 Existing Cable Routes ————