

1873.

NEW ZEALAND.

INTERCOLONIAL CONFERENCE.

Presented to both Houses of the General Assembly by command of His Excellency.

REPORT OF PROCEEDINGS OF THE INTERCOLONIAL CONFERENCE

Held at Sydney, New South Wales, during the months of January and February, 1873.

THIS Conference was convened at the instance of the Honorable Henry Parkes, representing the Government of New South Wales, for the consideration, primarily, of the following subjects:—

1. A scheme of Ocean Mail Services which would meet the demands of all the Australian Colonies and New Zealand.
2. The policy of Intercolonial Free Trade, and the objections thereto advanced by the Secretary of State in Despatches of 13th July, 1871, and 19th April, 1872.
3. Telegraphic Communication, more especially in relation to Submarine Cables.

All the Colonies of Australasia, including Tasmania and New Zealand, responded to the invitation, and sent the under-mentioned gentlemen as their representatives:—

On behalf of New South Wales—

The Honorable HENRY PARKES, Colonial Secretary,
The Honorable SAUL SAMUEL, Vice-President of the Executive Council.

On behalf of New Zealand—

The Honorable JULIUS VOGEL, C.M.G., Colonial Treasurer.
The Honorable W. H. REYNOLDS, Commissioner of Customs.

On behalf of Queensland—

The Honorable A. H. PALMER, Colonial Secretary.
The Honorable J. M. THOMPSON, Secretary for Lands.

On behalf of South Australia—

The Honorable Sir HENRY AYERS, K.C.M.G., Chief Secretary.
The Honorable J. H. BARROW, Treasurer.

On behalf of Tasmania—

The Honorable F. M. INNES, Treasurer.
The Honorable J. M. WILSON, President of the Legislative Council.

On behalf of Victoria—

The Honorable J. G. FRANCIS, Chief Secretary.
The Honorable EDWARD LANGTON, Treasurer.

On behalf of Western Australia—

The Honorable F. P. BARLEE, Colonial Secretary.

The Conference assembled at the Treasury, Sydney; the first sitting being on Wednesday, 22nd January, and the last on Friday, 14th February.

At the first meeting the Hon. Henry Parkes was unanimously elected Chairman, and A. C. Budge, Esq., Clerk of the Executive Council, was appointed Secretary.

The subjects discussed by the Conference were the following:—

I.—THE GALLE POSTAL SERVICE.

With reference to this question, it was decided, after several days' deliberation, that the proposal of the Lords of the Treasury for the establishment and maintenance of a four-weekly service between Galle and Australasia be accepted, on the following conditions:—

- (1.) That Melbourne be the terminus of the service.
- (2.) That the cost of all the requisite branch services be considered as part of the cost of the whole service.
- (3.) That the several Australasian Governments shall contribute to the cost of the whole service, in proportion to the correspondence conveyed by such mail service from each Colony.
- (4.) That the Governments of the Colonies requiring branch services make the necessary arrangements for their respective services with the Government or Governments of the Colony or Colonies negotiating the contract for the mail service from Galle.
- (5.) That the Government of Victoria make all payments for the Main and Branch Galle services, rendering quarterly estimates of the amounts to be contributed by the several Colonies, with annual final adjustments of accounts.
- (6.) That Cockburn Sound, in Western Australia, be substituted for King George's Sound as a port of call for the ocean mail steamers, provided arrangements can be made to obviate material delay or increase of cost of the service.

- (7.) That the ocean mail steamers call at Glenelg, South Australia, to receive and deliver mails.

During the discussion a resolution was passed that if, during the sittings of the Conference, the representatives of New South Wales concurred in the action of the Conference with regard to the Galle Service, the arrangements respecting it should be left to the Governments of New South Wales, Victoria, and South Australia. New South Wales, however, refusing to concur, and protesting against the terminus being at Melbourne, the arrangements for the negotiation of the service remain with Victoria alone.

The decision that the terminus be at Melbourne was arrived at on the following division:—Ayes: Messrs. Francis, Langton, Vogel, Reynolds, Innes, Wilson, Barlee, Barrow, and Sir Henry Ayers. Noes: Messrs. Palmer, Thompson, Samuel, and the Chairman (Mr. Parkes). The general resolution approving of the Galle Service was then adopted by the votes of all the delegates, except those from New South Wales, who explained that their votes were given in opposition because it had been decided that the terminus should be at Melbourne. At a subsequent meeting of the Conference the question of the terminus being at Melbourne was rediscussed, on a motion by Mr. Innes to the effect that the arrangement for the transmission of the New South Wales and Queensland mails, as embodied in the motion of Mr. Langton, adopted 27th January, was “not satisfactory.” A division was taken on Mr. Innes’s motion with the following result:—For the motion—Messrs. Innes, Palmer, Thompson, Samuel, and the Chairman (Mr. Parkes). Against the motion—Messrs. Francis, Langton, Vogel, Reynolds, Barlee, Barrow, and Sir Henry Ayers,—Mr. Wilson declining to vote. The result was, therefore, to affirm the former decision that the terminus be at Melbourne. Upon this, Messrs. Parkes and Samuel, on behalf of New South Wales, lodged a protest, which, together with memoranda on the same subject by the representatives of Victoria and New Zealand, will be found in the Minutes of Proceedings.

II.—THE TORRES STRAITS SERVICE.

A resolution was adopted in favour of the establishment of a mail service between Singapore, Brisbane, and Sydney, provided the total cost should not exceed £25,000 per annum, the cost to be divided between all the Colonies in proportion to the number of letters they despatch by this route. The Imperial Government to be asked to contribute £5,000 per annum towards the subsidy. It was further decided that the negotiations for the establishment of the service be left to the Government of Queensland.

III.—THE SAN FRANCISCO SERVICE.

The Conference agreed to move the Imperial Government to pay all charges upon the transmission of mails to and from London and San Francisco (retaining all postages collected in the United Kingdom on account thereof), and to contribute £20,000 annually towards a San Francisco Service, to be agreed upon between the Governments of New Zealand and New South Wales.

IV.—POSTAL RATES AND ARRANGEMENTS.

With reference to postal charges and the further facilities required in this department of the public service, the Conference adopted resolutions to the following effect:—

- (1.) That the rates of postage to the United Kingdom, by any of the services agreed to by the Colonies—already established or to be established—shall be the same as at present by the Southampton route; the Brindisi charge also remaining as at present.
- (2.) That there be, on and after 1st January, 1874, a uniform Intercolonial letter rate of 2d. per half-ounce, both overland and by sea; and that a uniform Intercolonial parcel and book-packet rate be also adopted, according to a scale agreed upon. (*Vide Minutes.*)
- (3.) That after 31st March next, captains of vessels be permitted to have a box or bag for the reception of letters up to the time of sailing, provided such letters are sufficiently stamped, and also bear the late-fee stamp; such letters to be delivered without extra charge by the postal authorities of the Colonies to which they are addressed.

V.—THE TELEGRAPH SERVICE.

The Conference considered various questions connected with the Telegraph Service, and came to the following conclusions:—

- (1.) That in view of the serious inconvenience that would result from the stoppage of telegraphic communication with Europe, it is desirable to construct a cable between Singapore and the terminus of the Queensland lines at Norman Mouth.
- (2.) That a memorial be transmitted to the Right Hon. the Secretary of State for the Colonies, informing him that the several Australasian Governments are very desirous of co-operating with the Imperial Government in the acquisition or construction of through lines of telegraphic communication between Great Britain, India, and Australasia.
- (3.) That on and after 1st November next, the charge for telegraphic messages within each of the Australasian Colonies be 1s. for ten words (exclusive of address and signature), and 1d. for every additional word; but that these charges are not to include messages on the lines from Port Augusta to Port Darwin, from Bowen to Norman Mouth, nor the cable charge between Tasmania and Victoria.
- (4.) That messages for New Zealand and Western Australia be received at all Australian Stations, the proper charge being made for their transmission to the port or place from which they are to be posted, and *vice versa* with regard to telegrams posted in New Zealand and Western Australia to the telegraph operator at any port in Australia; and that arrangements should be made for the collection of telegraph charges on all such messages.

It was proposed,—“That in order to obtain a reduction in the charge for telegrams between Great Britain, India, and Australasia, the Imperial Government be requested to join with the Colonies in a temporary subsidy not exceeding £25,000 per annum, for the purpose of securing that object, and that the Governments of South Australia and Victoria be requested to take the necessary steps to give effect to the above recommendation ;” on which question the numbers for and against were equal.

A resolution was also proposed in reference to the above motion,—“That in addition, a free press message of fifty words per diem from London to Australia be furnished ;” which was negatived.

VI.—INTERCOLONIAL COMMERCIAL RECIPROCITY.

The Conference, after duly considering Lord Kimberley's Despatch of 19th April, 1872, and the other correspondence on this subject, resolved to again urge upon the attention of his Lordship the claims of the Australasian Colonies, and adopted a memorial in favour of the removal of the restrictions which prevent two or more Colonies entering into arrangements for the admission, within their respective territories, of articles the growth, produce, or manufacture of any part of Australasia, upon terms of which they may mutually agree.

VII.—INTERCOLONIAL CUSTOMS UNION.

The question of adopting a uniform Tariff throughout the Australasian Colonies was discussed by the Conference, and a resolution was passed affirming the desirableness of such a course, on the understanding that the “Union” should be established on the principle that Customs duties ought to be levied for purposes of revenue only, and not for the purposes of protection. On this question there was much diversity of opinion, and the motion was carried by a majority of one.

VIII.—THE MURRAY RIVER DUTIES.

The Conference passed a resolution affirming the desirableness of abolishing the present system of collecting Customs Duties on the Murray, and substituting the payment of lump sums, to be arranged on an equitable basis by the Colonies more immediately concerned.

IX.—COAST LIGHTS.

The subject of Coast Lights having been brought under the attention of the Conference, a Committee was appointed to consider whether it would be desirable to establish a General Board for the Australasian Colonies, similar to the Trinity Board of London. The Committee reported that the time had not yet arrived when an independent Board, possessing executive functions, could be advantageously appointed in these Colonies; but it was recommended that the principal marine officers of the several Colonies should meet in conference to consider the whole question of the coast lights, and to report as to their efficiency and economical management; also, whether new lights were required, and in what proportion the several Colonies should contribute to the general lighting-up of the coast. The report of the Committee was adopted by the Conference, and several independent motions on the subject of lighthouses, and the liability of the different Governments for their payment, were then withdrawn, in order that they might be referred to the proposed Nautical Committee. The Conference further passed a resolution to the effect that the risk to life and property occasioned by the existence of dangerous groups of islands, known as “The Snares,” and the Auckland Islands, southward of New Zealand, rendered the erection and maintenance of a lighthouse in that vicinity eminently desirable; and that it be a recommendation to the Imperial Government, and to the several Colonial Governments, to contribute to the expense of such light in proportion to the tonnage of the shipping, inwards or outwards, in Great Britain, and in each colony, deriving benefit from the same.

X.—AUSTRALIAN WINES.

In consequence of the treaty with France, which limits the alcoholic strength of wines admitted into the United Kingdom at 1s. per gallon duty to 26 degrees of proof spirit, virtually precluding the exportation of the most suitable class of Australian wines, the Conference appointed a Committee to prepare a memorial to the Home Government on the subject. The Committee brought up a report, praying that the strength of wines to be admitted at the shilling duty might be increased to 35 degrees; and the memorial, having been discussed and considered, was adopted by the Conference.

XI.—REMEDIES AGAINST ABSCONDING DEBTORS AND CRIMINALS.

These subjects having occupied the attention of the Conference, it was resolved that the Government of South Australia be requested to undertake the preparation of a measure to remedy the defects in the law regarding absconding debtors, and that the Government of Queensland be requested to prepare a Bill on the subject of the extradition of criminals. The Conference undertook to use their best endeavours to get such Bills passed into law, subject to their being approved by the Law Officers of the several Colonies.

XII.—TRUST FUNDS.

The Conference adopted a memorial to the Secretary of State for the Colonies, praying that Her Majesty's Government would take the necessary steps to enable trustees in the United Kingdom to invest trust funds in Colonial Government Securities.

XIII.—REFUGE FOR DISTRESSED SEAMEN AT SOMERSET.

It was decided by the Conference that the various Colonies should contribute to the maintenance of Somerset in proportion to their tonnage passing through Torres Straits, and that an application be made to the Imperial Government to continue their present subscription to the said settlement, Queensland undertaking to defray one-third of the total cost.

XIV.—DISEASES IN STOCK.

The Conference having taken into consideration the great danger to which Australian live stock are exposed from the importation of animals from countries in which infectious diseases prevail, it was resolved that it is expedient to prohibit, for the period of two years, the landing of cattle, sheep, and pigs from any places beyond the limits of the Australasian Colonies, and that such prohibition should take effect from and after the publication of a notice in the *London Times*.

XV.—THE FIJI ISLANDS.

The question of Her Majesty's Government assuming the Protectorate of the Fiji Islands was discussed, and it was resolved that the state of affairs in the Fijian Islands urgently demanded, in the interest of the Australasian Colonies, and in that of the British Empire generally, the immediate attention of the Imperial authorities.

XVI.—COLONIAL STATISTICS.

With a view to facilitate comparison between the official statistics of the various Australasian Colonies, it was resolved by the Conference that it is expedient to have all such statistics framed, as far as possible, upon a uniform system, and that the Governments of Victoria and New South Wales be requested to prepare a plan and submit a draft thereof to the several Governments for consideration.

Several other questions were discussed by the Conference, on which no definite action was taken.

HENRY PARKES, Colonial Secretary,	
SAUL SAMUEL, Vice-President of the Executive Council,	} New South Wales.
JULIUS VOGEL, Colonial Treasurer and Postmaster-General,	
WILLIAM H. REYNOLDS, Commissioner of Customs,	} New Zealand.
A. H. PALMER, Colonial Secretary,	
J. MALBON THOMPSON, Secretary of Public Lands,	} Queensland.
HENRY AYERS, Chief Secretary,	
JOHN H. BARROW, Treasurer,	} South Australia.
FREDK. M. INNES, Colonial Treasurer,	
J. M. WILSON, President of Legislative Council,	} Tasmania.
J. G. FRANCIS, Chief Secretary,	
EDWARD LANGTON, Treasurer,	} Victoria.
FRED. P. BARLEE, Colonial Secretary,	
The Treasury, Sydney, 14th February, 1873.	Western Australia.

MINUTES OF PROCEEDINGS OF INTERCOLONIAL CONFERENCE,

Held at Sydney, New South Wales, during the months of January and February, 1873.

At the Treasury, Sydney, Wednesday, 22nd January, 1873.

THE under-mentioned gentlemen, Representatives of the Colonies of Victoria, New South Wales, South Australia, Queensland, New Zealand, Tasmania, and Western Australia, were present, viz. :—

<i>Victoria :</i>	The Hon. J. G. FRANCIS, Chief Secretary.
	The Hon. EDWARD LANGTON, Treasurer.
<i>New South Wales :</i>	The Hon. HENRY PARKES, Colonial Secretary.
	The Hon. SAUL SAMUEL, Vice-President of the Executive Council.
<i>South Australia :</i>	The Hon. Sir HENRY AYERS, K.C.M.G., Chief Secretary.
	The Hon. J. H. BARROW, Treasurer.
<i>Queensland :</i>	The Hon. A. H. PALMER, Colonial Secretary.
	The Hon. J. M. THOMPSON, Secretary for Lands.
<i>New Zealand :</i>	The Hon. W. H. REYNOLDS, Commissioner of Customs.
<i>Tasmania :</i>	The Hon. F. M. INNES, Treasurer.
	The Hon. J. M. WILSON, President of the Legislative Council.
<i>Western Australia :</i>	The Hon. F. P. BARLEE, Colonial Secretary.

The Hon. Henry Parkes was unanimously elected to the Chair.

Mr. A. C. Budge, Clerk of the Executive Council, was appointed Secretary.

It was then resolved that the Conference should meet daily, at half-past 10 o'clock a.m., Saturday excepted.

Mr. Langton proposed, "That the proceedings of the Conference shall not be made public, except with the sanction of the Conference."

Seconded by Mr. Wilson, and agreed to unanimously.

It was then resolved, that "The Secretary be required to prepare minutes of each day's proceedings, which shall be read over and confirmed at the next sitting, prior to any other business being entered upon."

The Conference decided upon the following order of business :—

- (1.) The Mail Service between England and the Colonies.
- (2.) The question of Intercolonial Free Trade.

The meeting then adjourned until the next day, at half-past 10 o'clock.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Thursday, 23rd January, 1873.

Present:—

<i>Victoria:</i>	The Hon. J. G. Francis. The Hon. Edward Langton.	<i>Queensland:</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.
<i>New South Wales:</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>New Zealand:</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.
<i>South Australia:</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.	<i>Tasmania:</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Western Australia:</i> The Hon. F. P. Barlee.			

The Conference having met at the appointed hour, the minutes of the proceedings of yesterday's date were read by the Secretary, and confirmed.

Mr. Parkes then laid before the Conference—(1.) The Circular Despatch from Lord Kimberley, Secretary of State for the Colonies, dated 4th September, 1872, on the subject of a new postal service with the Australasian Colonies, on the termination of the present contract with the P. and O. Co., at the end of the year 1873; also—(2.) Correspondence respecting action of Government of Victoria relative to the new postal service *via* Suez.

Mr. Samuel laid before the Conference the following papers:—(1.) Return of the specified and actual days of arrival and departure of the contract steamers of the P. and O. Co., during the year 1872, showing the number of days taken in the passage from and to London, *via* Suez and Brindisi and *via* Suez and Southampton. (2.) Return of the arrival at and departure from Sydney of the steamers which, during the year 1871, conveyed mails by way of New Zealand and California, and by way of Fiji and California, with the number of days occupied in the transit of the mails to and from London. (3.) Return of the number of letters, &c., despatched and received by the Peninsular and Oriental Co.'s steamships, between Galle and Sydney, and the cost of conveyance. (4.) Return showing the number of letters, &c., despatched and received by the steamships conveying mails between Sydney and San Francisco, and the cost of conveyance. (5.) Return of the number of letters, &c., received from and despatched to the East Indies, China, &c., by the packets of the P. and O. Co.

Mr. Wilson then moved, "That Lord Kimberley's Despatch, above referred to, be considered as read."

Seconded by Mr. Barlee, and agreed to.

Mr. Parkes briefly stated the substance of the correspondence between the Government of New South Wales and the several Australian Colonies and New Zealand, bearing upon the present Conference, and laid before the Conference copies of the same.

Mr. Parkes, as Chairman, then drew the attention of the Conference to the subject of the postal service between England and the Colonies,—which was generally discussed; and during such discussion, on the motion of Mr. Barrow, the Despatch from the Duke of Buckingham and Chandos, dated 19th October, 1867, was read by the Secretary.

1. Mr. Wilson then handed in the following notice of motion, which was ordered to be printed, viz.:—"That the Governments of Victoria, New South Wales, Queensland, Western Australia, Tasmania, and New Zealand, accept the proposal of the Lords of the Treasury, for the establishment and maintenance of a four-weekly mail service between Point de Galle and a port or ports in Australia, on the understanding that the cost of the branch services required to deliver the South Australian, Tasmanian, Queensland, and New Zealand mails shall be considered as part of the cost of the whole service, and on the further understanding that the several Governments shall contribute to the cost of the whole service in proportion to the correspondence conveyed by such mail service to and from each Colony."

Mr. Samuel, during the said discussion, expressed his belief that the three postal lines,—viz., (1) From Galle to Sydney, *via* King George's Sound, Glenelg, and Melbourne; (2) From San Francisco and Melbourne, *via* Honolulu, Fiji, and Sydney, to include New Zealand either by a branch line or otherwise; and (3) Singapore, Batavia, and Sydney, *via* Brisbane and other ports in Queensland,—could be carried out at a cost very little exceeding that paid by the Colonies collectively for the present line *via* Galle; and in support of his statement submitted the approximate cost of each service, which the Conference desired might be printed.

The Council adjourned at twenty-five minutes past 1, until next day at the usual hour.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Friday, 24th January, 1873.

Present:—

<i>Victoria:</i>	The Hon. J. G. Francis. The Hon. E. Langton.	<i>New Zealand:</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.
<i>New South Wales:</i>	The Hon. Saul Samuel.	<i>Tasmania:</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>South Australia:</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.	<i>Western Australia:</i>	The Hon. F. P. Barlee.
<i>Queensland:</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.		

The Conference having assembled at the hour appointed,—It was proposed by the Hon. J. G. Francis, and unanimously agreed to, "That in consequence of the Legislative Assembly of New South Wales having been in session for two days and nights consecutively, and the Chairman, Mr. Parkes, having been engaged without intermission for that period, this Conference stands adjourned until Monday next, at half-past 10 o'clock."

The Conference adjourned accordingly.

HENRY PARKES, Chairman.

At the Treasury, Sydney, Monday, 27th January, 1873.

Present :—

<i>Victoria :</i>	The Hon. J. G. Francis.	<i>Queensland :</i>	The Hon. A. H. Palmer.
	The Hon. E. Langton.		The Hon. J. M. Thompson.
<i>New South Wales :</i>	The Hon. Henry Parkes.	<i>New Zealand :</i>	The Hon. Julius Vogel.
	The Hon. Saul Samuel.		The Hon. W. H. Reynolds.
<i>South Australia :</i>	The Hon. Sir Henry Ayers.	<i>Tasmania :</i>	The Hon. F. M. Innes.
	The Hon. J. H. Barrow.		The Hon. J. M. Wilson.
	<i>Western Australia :</i>	The Hon. F. P. Barlee.	

The Conference having assembled at the appointed time, the minutes of the proceedings on the 23rd and 24th instants were read and confirmed.

The Chairman then addressed the Conference as follows :—" I desire to apologise for not having been present at the meeting of the Conference on the 24th instant, and to express my grateful sense of the handsome manner in which the proceedings were adjourned in consideration of the cause of my absence."

1. Mr. Innes gave the following notices of motion, viz. :—

- (1.) "That in the event of separate contracts being entered into for the conveyance of European and Australian Mails, it is expedient that a compact should be made between the respective contracting Governments to adhere to the same rates of postage.
- (2.) "That it is desirable that the statistics of the several Australian Colonies should be framed on a uniform system ; and that with a view to this object, the Governments of New South Wales and Victoria be requested to devise a plan, and refer a draft of the same for approval or amendment to the Governments of the respective Colonies interested ; and the plan having been matured, the same to be observed in the preparation of the annual statistics of the Colonies."

2. Mr. Reynolds gave notice of the following motion, viz. :—"The Representatives of New Zealand will, on a future day, submit to the Conference the following scheme for erecting and maintaining a Lighthouse on the 'Snarcs'—

Rough estimated cost of lantern and apparatus for a revolving white light	£
of the first order	5,000
Rough estimated cost of building	10,000
	<hr/>
	15,000

Rough estimated cost per annum of maintenance, including the pay of four keepers	1,500
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It would be necessary that the station should be visited four times a year, and the vessel performing the service could also visit the Auckland Islands, for the purpose of renewing the supply of provisions at the dépôt, and examining the islands for possible castaways.

Estimated cost per annum of such visits and examinations ... £500

Contributions towards the cost of erection (say £15,000), and of maintenance and visiting (say £2,000 per annum), to be made by the following Colonies in proportion to population, viz. :—

New South Wales,	Tasmania,
Queensland,	South Australia, and
Victoria,	New Zealand."

Some discussion then took place, on the motion of Mr. Vogel, on the subject of the whole correspondence respecting the postal service being laid before the Conference, when it was resolved that the Secretary should arrange the same, and have it printed for the use of the Conference.

3. Mr. Langton then moved, and Sir Henry Ayers seconded,—"That a Committee, consisting of Mr. Innes, Mr. Barlee, and Mr. Barrow, be appointed to consider what correspondence addressed to the Conference should be laid before the Conference." Unanimously agreed to.

4. Mr. Wilson gave notice of the following addendum to his notice of motion on the 23rd instant :—"That a representation be made to the Imperial Government that its proposed contribution of £40,000 towards the mail service will be found considerably to fall short of one-half the cost of the direct and branch services between Point de Galle and the Australasian Colonies, and therefore that a reasonable augmentation of the subsidy should be accorded."

5. Mr. Francis moved, and Mr. Vogel seconded,—"That in referring to the several Colonies represented in any of the proceedings of the Conference, the names be placed in alphabetical order." Agreed to unanimously.

6. Mr. Vogel gave the following notices of motion, viz. :—

- (1.) That the Imperial Government be applied to by telegram to grant a subsidy of £20,000 to the Californian Service, in addition to paying all charges upon the transmission of mails to and from London and San Francisco.
- (2.) That the Imperial Government be applied to by telegram to grant a subsidy of £4,000 to a Torres Straits Service, to be arranged for by New South Wales and Queensland.
- (3.) That the Imperial Government be applied to by telegram to increase the promised subsidy to the line between Australia and Galle by £10,000, as in consequence of the rise in coal and the cost of the branch services, the £40,000 proposed to be given will not nearly cover a moiety of the necessary expenditure.
- (4.) That subject to such arrangement being found feasible, the present San Francisco Service be varied to a service similar to that agreed upon provisionally, between Mr. Duffy, Mr. Vogel, and Mr. Webb, except that "Sydney" be substituted for "Melbourne."

That the subsidy be £50,000, of which New Zealand pay £30,000; the balance to be paid by the subsidy of £20,000 from the Imperial Government.

That the Colonies using the service pay to New Zealand the full amount of the postage received by them for the mail matter they transmit by the service.

- (5.) That New South Wales and Queensland arrange for a Torres Straits Service, New South Wales to contribute £4,000. If the boats call at Port Darwin, South Australia to contribute £2,000. The balance to be paid by Queensland, and Queensland to receive all postages other than those of contributing Colonies on mail matter transmitted by the service.
- (6.) That a sum not exceeding £110,000 be paid for a service through, from Australia to Galle.
- (7.) That a sum not exceeding £6,000 be paid to New South Wales and Queensland for a branch service to connect with the main line.
- (8.) That a sum not exceeding £5,000 be paid to New Zealand for a branch service to connect with the main line.
- (9.) That a sum not exceeding £2,500 be paid to Tasmania for a branch service to connect with the main line.
- (10.) That should the cost of the Galle Service exceed £110,000, Victoria pay the excess.
- (11.) That the several sums stated, amounting in all to a sum of not exceeding £123,500, be first reduced by the Imperial contribution of £40,000 or £50,000 as the case may be,—be contributed by the whole of the Colonies, in proportion to the number of the letters despatched by them severally by the Galle Service.
- (12.) That inasmuch as railway communication between Sydney and Melbourne should be so far completed by the middle of 1874 as to make the carriage of the mails by land between Melbourne and Sydney quicker than by sea, the terminus of the Galle route shall for the first six months of 1874 be at Sydney, and that subsequently Melbourne shall be the terminus.
- (13.) That the Galle steamer shall call at Cockburn Sound (if arrangements can be made to do so), and if by such calling the delay shall not exceed twenty-four hours.
- (14.) That the steamers shall call off Glenelg, to receive and deliver mails.
- (15.) That the Governments of the Colonies of New South Wales, Victoria, and South Australia shall jointly arrange the Galle Contract in the terms described; that such contracts shall be on behalf of the Colonies collectively; and that it may, at the option of the Colonies named, be made either by calling for tenders, or by private contract.
- (16.) That the Colony of Victoria make all the payments hitherto described, and furnish, each year, as soon after the 1st January as possible, statements of account to the various Colonies concerned.
- (17.) That mails be not carried to or from Colonies not contributing.

7. Mr. Langton then gave the following notices of motion, viz.:—“(1.) That unless otherwise determined by a majority of the Colonies, the rates of postage to the United Kingdom by any of the services agreed to by this Conference, and by any service which any one of the contracting Colonies may establish, shall be the same as at present by the Southampton route. The extra charge for mails *via* Brindisi to remain as at present. (2.) That inasmuch as the railway from Melbourne to Albury will be completed during the current year, and as mails can then be conveyed between Melbourne and Sydney in thirty-four hours, or twenty-two hours less than the average time occupied by the P. and O. Company's steamers, thus securing the delivery of New South Wales and Queensland mails one day earlier than at present, the terminus of the Galle Service shall be at Melbourne.”

8. Mr. Samuel gave notice of the following amendment on the motion to be proposed by Mr. Wilson, viz.:—“That, in the opinion of this Conference, it is desirable that the three postal services *via* Galle, San Francisco, and Torres Straits should be maintained by the Australian Colonies and New Zealand, by contributions from the several Colonies proportioned to the advantages which the three lines shall be considered to confer on the said Colonies.”

Mr. Wilson brought forward the motion standing in his name, together with the addendum of which notice had just been given by him, when, after having been discussed by the members of the Conference generally, it was moved by Sir Henry Ayers and agreed to, “That the Conference adjourn until a quarter to 2 o'clock.”

The Conference adjourned accordingly at 1 o'clock. On resuming, all the members being present,—

9. Mr. Wilson gave notice of the following motions, viz.:—“(1.) That the Highway or Ocean Lights situated in Banks' and Bass's Straits, namely, King's Island, Kent Group, Swan Island, and Goose Island, have, since 1864, been exclusively maintained by the Colonies of Victoria, New South Wales, and Tasmania, under a compact entered into between those Colonies, which included the light-houses on Wilson's Promontory and Gabo Island. (2.) That the first four-named lights, though erected on Tasmanian territory, and practically isolated beacons, provided for the safety and protection of Australasian commerce. (3.) That it is reasonable and just that South Australia should fulfil its equitable obligation, by also contributing to the maintenance of the Ocean Lights in proportion to the advantages derived by its shipping, based upon the principles agreed to by the Conference held in Melbourne in 1864.”

10. Mr. Barlee also gave notice of the following motion:—“That this Conference is willing to substitute the Port of Cockburn Sound as a port of call for mail steamers at West Australia, in lieu of King George's Sound, provided such arrangements are made by the Government of Western Australia as may obviate delay, or any difficulties of a serious nature.”

Mr. Wilson, by leave of the Conference, postponed the further consideration of his motion for the present; and Mr. Vogel having brought forward the first resolution standing in his name, Mr. Samuel submitted the following as an amendment:—“That, in the opinion of this Conference, it is desirable that the three postal services *via* Galle, San Francisco, and Torres Straits should be maintained by the Australian Colonies and New Zealand, by contributions from the several Colonies proportioned to the advantages which the three lines shall be considered to confer on the said Colonies.”

After discussion, the further consideration was adjourned till a future day.

It was resolved, that the Conference adjourn until Wednesday next, at half-past 10 o'clock, when

the motion in Mr. Langton's name, given by him to-day, on the subject of the terminus of the mail service *via* Galle, be brought forward for discussion.
The Conference adjourned accordingly at half-past 4 o'clock.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Wednesday, 29th January, 1873.

Present :—

<i>New South Wales</i> :	The Hon. Henry Parkes.	<i>South Australia</i> :	The Hon. J. H. Barrow.
	The Hon. Saul Samuel.	<i>Tasmania</i> :	The Hon. F. M. Innes.
<i>New Zealand</i> :	The Hon. Julius Vogel.		The Hon. J. M. Wilson.
	The Hon. W. H. Reynolds.	<i>Victoria</i> :	The Hon. J. G. Francis.
<i>Queensland</i> :	The Hon. A. H. Palmer.		The Hon. E. Langton.
	The Hon. J. M. Thompson.	<i>Western Australia</i> :	The Hon. F. P. Barlee.
<i>South Australia</i> :	The Hon. Sir Henry Ayers.		

The Conference having met at the usual hour, the minutes of the proceedings on the 27th instant were read and confirmed.

1. Mr. Wilson then gave notice of the following motions, viz. :—1. “That the rearrangement of contributions towards the maintenance of the lighthouses situated on King’s Island, Kent’s Group, Swan Island, Goose Island, Wilson’s Promontory, and Gabo Island, shall be as follows :—

- (1.) “That the lighthouses situated on King’s Island, Kent’s Group, Swan Island, Goose Island, and Wilson’s Promontory shall be maintained at the joint expense of the Colonies of Victoria, New South Wales, South Australia, and Tasmania, rateably, in proportion to the tonnage of the shipping entered inwards and cleared outwards in each Colony deriving benefit from the same, in accordance with the subjoined Tables A and B.

(A.)

Lighthouse.	Contributing Colony.	On Tonnage of all Vessels entered Inwards.	
		From	At
King’s Island ...	Victoria ...	Europe, America (not including West Coast), India, Africa, South Australia, China, Mauritius ...	All ports of contributing Colony except Portland Bay.
	New South Wales	Europe, America (not including West Coast), India, Africa, South Australia, China, Mauritius ...	Ditto.
	Tasmania ...	Europe, America (not including West Coast), India, Africa, South Australia, China, Mauritius ...	Launceston.
	South Australia ...	Victoria, New South Wales, Queensland, Tasmania, New Zealand, South Sea Islands, West Coast of America ...	All ports of contributing Colony.
Kent’s Group ...	Victoria ...	New Zealand, West Coast of America, Tasmania, New South Wales, Queensland, South Sea Islands ...	Ditto.
	New South Wales	Europe, America (not including West Coast), India, Mauritius, South Australia, China, Launceston, Africa, Victoria ...	Ditto.
	Tasmania ...	New South Wales, Queensland ...	Launceston.
	Tasmania ...	Victoria ...	Hobart Town.
Swan Island and Goose Island...	South Australia ...	New Zealand, South Sea Islands, West Coast of America, New South Wales, Queensland ...	All ports of contributing Colony.
	Victoria ...	Hobart Town and Southern Ports of Tasmania ...	Ditto.
	New South Wales	Nil ...	Hobart Town.
	Tasmania ...	Victoria ...	Launceston.
Wilson’s Promontory ...	Tasmania ...	New Zealand, West Coast of America, South Sea Islands ...	All ports of contributing Colony.
	South Australia ...	Hobart Town ...	Ditto.
	Victoria ...	Queensland, Tasmania, New Zealand, West Coast of America, New South Wales, South Sea Islands ...	Ditto.
	New South Wales	Victoria, Europe, East Coast of America, India, Africa, South Australia, China, and Mauritius ...	Ditto.
	Tasmania ...	Victoria ...	Hobart Town.
	South Australia ...	New South Wales, Queensland, New Zealand, South Sea Islands, and West Coast of America ...	All ports of contributing Colony.

(B.)

Lighthouse.	Contributing Colony.	On Tonnage of all Vessels cleared Outwards.	
		At	For
King's Island ...	Victoria ...	Port Phillip and Eastern Ports...	South Australia, Western Australia, Africa, Mauritius, India, and China.
	New South Wales	All ports of contributing Colony	South Australia, Western Australia, Africa, Mauritius, and one-fourth tonnage to India and China.
	Tasmania ...	Ditto ...	South Australia, Western Australia, Africa, Mauritius, and half tonnage to India and China.
	South Australia ...	Ditto ...	Melbourne and Eastern Ports, New South Wales, Queensland, Launceston, New Zealand.
Kent's Group ...	Victoria ...	Ditto ...	Tasmania, $\frac{1}{2}$ Europe, $\frac{1}{2}$ West Coast of America.
	New South Wales	Ditto ...	Launceston.
	Tasmania ...	Hobart Town ...	Victoria.
	South Australia ...	Launceston ...	Port Albert, New South Wales, Queensland, and half tonnage to India and China.
Swan Island and Goose Island	Victoria ...	All ports of contributing Colony	New South Wales, Queensland, New Zealand, South Sea Islands, West Coast of America.
	New South Wales	Ditto ...	Hobart Town, Southern Ports of Tasmania, $\frac{1}{2}$ Europe, New Zealand, $\frac{1}{2}$ West Coast of America.
	Tasmania ...	Nil ...	Nil.
	Tasmania ...	Hobart Town ...	Victoria, South Australia, Western Australia, Africa, Mauritius, and one-quarter tonnage to India and China.
	Tasmania ...	Launceston ...	Europe, New Zealand, West Coast of America.
Wilson's Montory	South Australia ...	Nil ...	Nil.
	Victoria ...	All ports of contributing Colony	New South Wales, Queensland, Europe, New Zealand, West Coast of America, Tasmania, and half tonnage to India and China.
	New South Wales	Ditto ...	Victoria, South Australia, Western Australia, Africa, Mauritius, and one-fourth tonnage to India and China.
	Tasmania ...	Hobart Town ...	Port Phillip and Eastern Ports.
	South Australia ...	All ports of contributing Colony	New South Wales, Queensland, New Zealand, South Sea Islands, West Coast of America.

- (2.) "That Gabo Island Lighthouse shall be maintained conjointly by Victoria and New South Wales, each Colony paying one moiety of the cost of same.
- (3.) "That the contributions, calculated on the basis stated in paragraphs 1 and 2, shall be payable half-yearly by each Colony for a period of five years, commencing from 1st January, 1873."

2.

- (1.) "That this Conference, having had under consideration Lord Kimberley's Circular Despatch of the 19th April, 1872, resolve to adopt a joint Memorial to the Queen, praying that Her Majesty will direct such measures to be taken as will enable the Royal Assent to be given to the Intercolonial Reciprocity Acts of the Legislatures of Tasmania, South Australia, and New Zealand, and that Her Majesty will direct such measures to be taken as may be found necessary to give full effect to the wishes and requests of the Governments and Legislatures of Her Majesty's Australasian Possessions in the matter of Intercolonial Free Trade.
- (2.) "That Mr. Parkes, Mr. Vogel, and the Mover, be a Committee to prepare a draft of such joint memorial for the consideration of the Conference."

2. Mr. Parkes gave notice of the following resolutions, viz.:—"That the Colonies of New South Wales, Queensland, South Australia, Tasmania, Victoria, and West Australia, assembled by their duly accredited representatives in Conference at Sydney, agree to accept the proposal of the Imperial Government for the conveyance of Her Majesty's mails between Ceylon and Australia, as communicated to the Governments of the several Colonies by Lord Kimberley's Despatch transmitting the letter of the Lords of the Treasury, dated 14th August, 1872, with the following conditions:—

- (1.) "The mail ships of the main line shall proceed from Point de Galle to Sydney, calling at Cockburn Sound, in Western Australia, at Glenelg (to receive and deliver mails) in South Australia, and at the Port of Melbourne; and on each return voyage shall call at the same places.
- (2.) "Branch services between Melbourne and Launceston, between Melbourne and a port in New Zealand, and between Sydney and Queensland Ports, shall form part of and be in regular connection with the principal service.
- (3.) "The several Colonies shall contribute to the subsidy required to establish this general service, in addition to the yearly sum of £40,000 offered by Great Britain, the amount set opposite the name of each hereunder, viz.:—

New South Wales and Victoria, equal amounts, namely, each	...
New Zealand	... ..
Queensland	... ..
South Australia	... ..
Tasmania	... ..
Western Australia	... ..

- (4.) "The principal service shall be performed within periods which shall insure the delivery in London of the Sydney mails in days, and of the Melbourne mails in days; and the delivery of the English mails in Melbourne in days, and in Sydney in days.
- (5.) "The Governments of New South Wales and Victoria are requested to act jointly on behalf of the other Colonies in calling for tenders and making the mail contract, as proposed by the Lords of the Treasury, governed by the terms of this resolution: and if either of the said Governments decline to act, then the other Government is hereby authorized to do all things necessary within the same limits to establish the new service."

Mr. Parkes drew the attention of the Conference to the business to be brought forward after the subjects of postal service and intercolonial free trade have been disposed of, when it was unanimously resolved as follows:—That the order of business be: Telegraphs, Disease in Stock, Coast Lights, the Investment of Trust Funds and Securities, and Border Customs.

3. Mr. Langton then moved the following resolution:—"That inasmuch as the railway from Melbourne to Albury will be completed during the current year, and as mails can then be conveyed between Melbourne and Sydney in thirty-four hours, or twenty-two hours less than the average time occupied by the P. and O. Company's steamers, thus securing the delivery of New South Wales and Queensland Mails one day earlier than at present,—the terminus of the Galle line should be at Melbourne."

The motion having been discussed, Mr. Parkes moved, That all the words after the word "That," at the commencement of Mr. Langton's motion, be omitted, with a view to the insertion of the following words:—the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and West Australia, assembled by their duly accredited representatives in Conference at Sydney, agree to accept the proposal of the Imperial Government for the conveyance of Her Majesty's mails between Ceylon and Australia, as communicated to the Governments of the several Colonies, by Lord Kimberley's Despatch transmitting the letter of the Lords of the Treasury, dated 14th August, 1872, with the following conditions:—

- (1.) "The mail ships of the main line shall proceed from Point de Galle to Sydney, calling at Cockburn Sound, in Western Australia, at Glenelg (to receive and deliver mails) in South Australia, and at the Port of Melbourne; and on each return voyage shall call at the same places.
- (2.) "Branch services between Melbourne and Launceston, between Melbourne and a port in New Zealand, and between Sydney and Queensland ports, shall form part of and be in regular connection with the principal service.
- (3.) "The several Colonies shall contribute to the subsidy required to establish this general service, in addition to the yearly sum of £40,000 offered by Great Britain, the amount set opposite the name of each hereunder, viz:—

New South Wales and Victoria, equal amounts, namely, each	...
New Zealand	... ..
Queensland	... ..
South Australia	... ..
Tasmania	... ..
Western Australia	... ..

- (4.) "The principal service shall be performed within periods which shall insure the delivery in London of the Sydney mails in days, and of the Melbourne mails in days; and the delivery of the English mails in Melbourne in days, and in Sydney in days.
- (5.) "The Governments of New South Wales and Victoria are requested to act jointly on behalf of the other Colonies in calling for tenders and making the mail contract, as proposed by the Lords of the Treasury, governed by the terms of this resolution; and if either of the said Governments decline to act, then the other Government is hereby authorized to do all things necessary within the same limits to establish the new service."

The Chairman then put the following motion, "That the words proposed to be omitted stand part of the question," when, on division, it was decided in the affirmative.

Ayes, 9.
 Mr. Francis,
 Mr. Langton,
 Mr. Vogel,
 Mr. Reynolds,
 Mr. Innes,
 Mr. Wilson,
 Mr. Barlee,
 Sir Henry Ayers,
 Mr. Barrow.

Noes, 4.
 Mr. Palmer,
 Mr. Thompson,
 Mr. Samuel, and
 The Chairman.

Mr. Langton's motion was then put and carried, the division being the same as before.

4. Mr. Barlee then moved, "That this Conference is willing to substitute the Port of Cockburn Sound as a port of call for mail steamers at Western Australia, in lieu of King George's Sound, provided such arrangements are made by the Government of Western Australia as may obviate delay or any material increase in the cost of the service."

And the same having been put from the chair, was unanimously agreed to.

Mr. Barlee then requested the permission of the Conference to his making a confidential communication to the Government of Western Australia on the subject of the said resolution, affecting as it does that Colony, when it was proposed by Mr. Francis, seconded by Mr. Innes, and unanimously agreed to, that the permission be accorded.

5. Mr. Vogel proposed the following notice of motion, viz. :—"That the steamers shall call off Glenelg to receive and deliver mails;" which having been amended by the insertion of the words "in South Australia" after the word "Glenelg," was agreed to.

6. Mr. Langton then moved the following resolution :—"That unless otherwise determined by the Governments of a majority of the Colonies represented at this Conference, the rates of postage to the United Kingdom by any of the services agreed to by the Conference, and by any service which any one of the said Colonies may establish, shall be the same as at present by the Southampton route. The extra charge for mails *via* Brindisi to remain as at present."

Which was unanimously agreed to.

7. Mr. Vogel gave notice of the following motion, viz. :—" (1.) That since a unanimous decision concerning the Galle Service cannot be arrived at, the undersigned representatives of the Colonies of , and which Colonies contain out of a total population for the whole of the Australasian Colonies of , urge upon the Imperial Government to leave the Colony of Victoria to arrange for the Galle Service to Melbourne on the following conditions :—That from the total cost of the service between Galle and Australia, including the cost of the necessary branch services to connect with the Colonies in Australia at which the mail steamer does not call, and with New Zealand and Tasmania, the Imperial subsidy be first deducted, and the balance be paid by the whole of the Australasian Colonies in the proportion of the letters they severally despatch by the route. (2.) A maximum sum to be named for each branch service, and the Colonies respectively interested to make each its own arrangements for its own branch service."

The Conference then adjourned shortly after 1 o'clock, until a quarter to 2 o'clock.

The Conference having resumed, Mr. Vogel proposed the first motion, of which notice had been given by him to-day, when, after discussion, Mr. Palmer moved, "That all the words after the word 'That,' in the first line, be omitted, down to and including the words 'on the following conditions;'" and the motion having been put by the Chairman, "That the words proposed to be omitted stand part of the question," it was resolved in the affirmative, as follows, viz. :—

<i>Ayes, 9.</i>		<i>Noes, 4.</i>
Mr. Francis,		Mr. Samuel,
Mr. Langton,		Mr. Palmer,
Mr. Vogel,		Mr. Thompson, and
Mr. Reynolds,		Mr. Parkes.
Mr. Innes,		
Mr. Wilson,		
Sir H. Ayers,		
Mr. Barrow,		
Mr. Barlee.		

The Conference adjourned at twenty-five minutes past 3 o'clock, until the next day at half-past 10 o'clock.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Thursday, 30th January, 1873.

Present :—

<i>New South Wales :</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia :</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand :</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.	<i>Tasmania :</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Queensland :</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria :</i>	The Hon. J. G. Francis. The Hon. E. Langton.
	<i>Western Australia :</i>		The Hon. F. P. Barlee.

The Conference having assembled at the usual hour, the minutes of the proceedings on the 29th instant were read and confirmed.

Mr Parkes then stated that, in consequence of his presence at the Legislative Assembly on the preceding night, and his inability to confer with his colleague (Mr. Samuel) on the decision arrived at by the Conference on the subject of the terminus of the mail service *via* Galle, that the further consideration of the subject be postponed until such time as he could confer with his said colleague.

After some discussion, it was moved by Sir Henry Ayers, seconded by Mr. Wilson, and carried,—"That the further consideration of the mail service question be postponed until the next sitting day."

Mr. Barrow then gave notice of the following motion, to be considered when the question of light-houses is under consideration :—"That in order to perfect the lighting-up of the South Australian and Victorian coasts, the following additional lights are required, viz. :—

- (1.) A light on Penguin Island, Rivoli Bay, about midway between Cape Jaffa and Cape Northumberland.
- (2.) A light on Cape Bridgewater.
- (3.) A light on Ram Head, about thirty-five miles west of Cape Howe."

The Conference then adjourned at half-past 11 o'clock, until next day at the usual hour.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Friday, 31st January, 1873.

Present :—

<i>New South Wales :</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia :</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand :</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.	<i>Tasmania :</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Queensland :</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria :</i>	The Hon. J. G. Francis. The Hon. E. Langton.

Western Australia : The Hon. F. P. Barlee.

The Conference having met at the usual hour, the minutes of the proceedings of the 30th instant, were read and confirmed.

1. Mr. Vogel then moved, "That the consideration of the following motion, notice of which had been given by him on Wednesday last, be postponed :—(1.) That since a unanimous decision concerning the Galle Service cannot be arrived at, the undersigned representatives of the Colonies of _____ and which Colonies contain _____, out of a total population for the whole of the Australasian Colonies of _____, urge upon the Imperial Government to leave the Colony of Victoria to arrange for the Galle Service to Melbourne, on the following conditions :—That from the total cost of the service between Galle and Australia, including the cost of the necessary branch services to connect with the Colonies in Australia at which the mail steamer does not call, and with New Zealand and Tasmania, the Imperial subsidy be first deducted, and the balance be paid by the whole of the Australasian Colonies, in the proportion of the letters they severally despatch by the route. (2.) A maximum sum to be named for each branch service, and the Colonies respectively interested to make each its own arrangements for its own branch service."

2. Mr. Wilson then, pursuant to notice, moved as follows :—"That the Governments of Victoria, New South Wales, South Australia, Queensland, Western Australia, Tasmania, and New Zealand, be advised to accept the proposal of the Lords of the Treasury, for the establishment and maintenance of a four-weekly mail service between Point de Galle and a port or ports in Australia, on the understanding that the cost of the branch services required to deliver the Queensland, Tasmanian, and New Zealand mails shall be considered as part of the cost of the whole service ; and on the further understanding that the several Governments shall contribute to the cost of the whole service in proportion to the correspondence conveyed by such mail service to and from each Colony."

When, after discussion, it was amended, as follows :—"That subject to conditions which have been or may be determined by this Conference, the Governments of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and West Australia, be advised to accept the proposal of the Lords of the Treasury, for the establishment and maintenance of a four-weekly mail service between Point de Galle and a port or ports in Australia, on the understanding that the cost of the branch services shall be considered as part of the cost of the whole service ; and on the further understanding that the several Governments shall contribute to the cost of the whole service in proportion to the correspondence conveyed by such mail service from each Colony."

Ayes.
Mr. Francis,
Mr. Langton,
Mr. Vogel,
Mr. Reynolds,
Mr. Innes,
Mr. Wilson,
Sir Henry Ayers,
Mr. Barrow,
Mr. Palmer,
Mr. Thompson,
Mr. Barlee.

Noes.
Mr. Samuel,
Mr. Parkes.

3. Mr. Wilson then, with the concurrence of the Conference, withdrew the addendum moved by him to the motion before referred to, viz. :—"That a representation be made to the Imperial Government that its proposed contribution of £40,000 towards the mail service will be found consider-

ably to fall short of one-half the cost of the direct and branch services between Point de Galle and the Australasian Colonies, and therefore that a reasonable augmentation of the subsidy should be accorded."

4. Mr. Innes also, with the concurrence of the Conference, withdrew the following notice standing in his name:—"That in the event of separate contracts being entered into for the conveyance of European and Australian mails, it is expedient that a compact should be made between the respective contracting Governments to adhere to the same rate of postage."

5. Mr. Wilson then proposed, and Mr. Reynolds seconded, the following motion:—"That should the representatives of New South Wales, during the continuation of this Conference, concur in the action of the Conference in regard to the Galle Service, the arrangements be left to the Governments of New South Wales, South Australia, and Victoria; but that otherwise the necessary steps for entering into a contract be undertaken by Victoria."

The said motion having been put from the Chair, was carried, on the following division:—

<i>Ayes.</i>	<i>Noes.</i>
Mr. Francis,	Mr. Samuel,
Mr. Langton,	Mr. Parkes.
Mr. Vogel,	
Mr. Reynolds,	
Mr. Innes,	
Mr. Wilson,	
Sir Henry Ayers,	
Mr. Barrow,	
Mr. Palmer,	
Mr. Thompson,	
Mr. Barlee.	

6. Mr. Palmer gave notice of the following motion, to be made on a future day:—"That the Governments of the Colonies interested in branch services make the necessary arrangements for their respective services with the Government or Governments of the Colony or Colonies in charge of the contract for the mail service from Galle."

7. Mr. Innes gave notice of the following motion:—"That the Conference take into consideration the question of existing means for the transmission, overland, of the New South Wales and Queensland portion of the mails, with a view to the adoption of such temporary arrangements as will meet the requirements of these Colonies, pending the completion of railway communication suitable for the transmission of mails from Melbourne to Sydney."

8. Mr. Wilson gave notice of the following motion:—"That this Conference move the Imperial Government to pay all charges upon the transmission of mails to and from London and San Francisco (retaining on account thereof all the postages collected in Great Britain), and to contribute the sum of £20,000 per annum towards a single service between San Francisco, New Zealand, and Sydney; such service to be agreed upon between the Governments of New Zealand and New South Wales."

9. Mr. Langton gave notice of the following motion:—"That, in the opinion of this Conference, the Imperial Government should be moved to contribute the sum of £5,000 per annum towards a service from Singapore to Queensland and New South Wales; such service to be arranged for by the Governments of Queensland and New South Wales,—South Australia undertaking to contribute the sum of £2,000 per annum if the mail steamers call at Port Darwin."

10. Mr. Vogel gave notice of the following motion:—"That these resolutions be telegraphed to the Secretary of State for the Colonies, with a statement showing what Colonies have voted for and against each resolution; and that the Secretary of State be requested to telegraph to the Conference the views of Her Majesty's Government upon the resolutions."

11. Mr. Francis gave notice of the following motion:—"The Conference is of opinion that, should there be more than one Californian Service, the Imperial subsidy should not be paid as long as the double service continues."

On the motion of Sir Henry Ayers, it was resolved, "That the Conference adjourn until Monday next, at 10 o'clock."

The Conference adjourned accordingly, at twenty-five minutes to 1 o'clock, until Monday, at 10 a.m.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Monday, 3rd February, 1873.

Present :

<i>New South Wales :</i>	The Hon. Henry Parkes, The Hon. Saul Samuel.	<i>South Australia :</i>	The Hon. Sir Henry Ayers, The Hon. J. H. Barrow.
<i>New Zealand :</i>	The Hon. Julius Vogel, The Hon. W. H. Reynolds.	<i>Tasmania :</i>	The Hon. F. M. Innes, The Hon. J. M. Wilson.
<i>Queensland :</i>	The Hon. A. H. Palmer, The Hon. J. M. Thompson.	<i>Victoria :</i>	The Hon. J. G. Francis, The Hon. E. Langton.

Western Australia : The Hon. F. P. Barlee.

The Conference having met at 10 o'clock a.m., the minutes of the proceedings on the 31st ultimo were read and confirmed.

1. Mr. Parkes laid before the Conference the following telegram, dated 28th January, 6.40, from the Earl of Kimberley to Sir H. Robinson, Sydney :—" Inform Conference that, as there appears to be some apprehension in this country, it is to be understood that the Treasury does not exclude from their consideration any second mail service recommended by the Australian Colonies, in pursuance of letter of 14th August, provided it is alternative with the other, although they hold themselves free to decline any such second service."

2. Mr. Vogel gave notice of the following motion :—" That an address to the Secretary of State, in the following terms, be adopted, when the subject of the investment of trust funds comes before the Conference for consideration :—

" The Representatives of the various Australasian Colonies, assembled in Conference, desire urgently to impress upon the Right Hon. the Secretary of State for the Colonies the very unnecessary disadvantages to which, as it appears to them, the Colonies are subjected, through English trustees not being at liberty to invest trust funds in Colonial securities and Colonial lands.

" When trustees act under instruments which do not expressly exclude or include certain securities, their discretion as to investment is still limited by certain Acts of Parliament. They may invest in securities guaranteed by Parliament, in securities authorized by general order of the Court of Chancery, in parliamentary stocks, in public funds, or Government securities. They are also allowed to invest in Indian unguaranteed stocks; and lately they have been permitted to invest in railway securities.

" It is submitted by the Conference, that legislative provision should be made, in virtue of which trustees would be equally at liberty to invest in Colonial securities and lands. There do not appear to be any reasons against this course, except such as might be urged by those who desire or anticipate the disintegration of the Empire. As the assurance has been more than once lately given, that Her Majesty's Government—in accordance with the undoubted feelings of the vast majority of Her Majesty's subjects—do not entertain opinions favourable to the severance of the Colonies from the Mother Country, there seems no reason why the securities of the Colonies should not be placed upon as favourable a footing as the unguaranteed securities of India.

There are numerous cases of persons who reside in the Colonies, and on whose behalf trusts are held, who desire that the trust funds in which they are interested should be invested within the Colony in which they reside. The trust deeds do not prohibit such a course, yet the trustees, in the absence of the suggested legislative provision, find themselves unable to comply with the wishes of those on behalf of whom they act.

" The enormous accumulations of trust moneys would make the measure now suggested one of great convenience to a large number of Her Majesty's subjects residing in the United Kingdom.

" The Conference earnestly urges the Secretary of State to take the steps necessary to give effect to this representation."

3. Mr. Palmer moved the following resolution, which having been seconded by Mr. Thompson, was agreed to, viz. :—" That the Governments of the Colonies interested in branch services make the necessary arrangements for their respective services with the Government or Governments of the Colony or Colonies in charge of the contract for the mail service from Galle."

4. Mr. Vogel proposed, and Sir Henry Ayers seconded the following resolution :—" That the Colony of Victoria make all the payments for the main and branch Galle Services. That it furnish to the Colonies separately, quarterly estimates of the amounts to be contributed, and that, provided the computations are approved, remittances be at once made. That as soon after the 1st January as possible, every year, final accounts be rendered and final adjustments made."

And the same having been put by the Chairman, was resolved in the affirmative, on the following division, viz. :—

<i>Ayes.</i>	<i>Noes.</i>
Mr. Francis,	Mr. Samuel, and
Mr. Langton,	Mr. Parkes.
Mr. Vogel,	
Mr. Reynolds,	
Mr. Innes,	
Mr. Wilson,	
Sir Henry Ayers,	
Mr. Barrow,	
Mr. Palmer,	
Mr. Thompson,	
Mr. Barlee.	

5. Mr. Palmer gave notice of the following motion, viz. :—

(1.) " That it is desirable that a mail service, alternating with the four-weekly service *via* Galle, be established through Torres Straits to Singapore, taking as a basis the conditional agreement entered into between the Colonial Secretary of Queensland and Mr. Frazer.

(2.) " That the terminus of such line in the Australian Colonies be at the port of

(3.) " That the contributions of the various Colonies towards such service be in the following proportions, viz. :—

New South Wales,	South Australia,
New Zealand,	Tasmania, and
Queensland, one-half,	Victoria."

6. Mr. Innes gave notice of the following motion, in lieu of the notice of motion given by him on Friday, January 31, viz. :—

- (1.) "That the Conference having taken into further consideration the following resolution, adopted on the motion of Mr. Langton, on the 27th ultimo, viz. :—'That inasmuch as the railway from Melbourne to Albury will be completed during the current year, and as mails can then be conveyed between Melbourne and Sydney in thirty-four hours, or twenty-two hours less than the average time occupied by the P. and O. Company's steamers, thus securing the delivery of New South Wales and Queensland mails one day earlier than at present,—the terminus of the Galle Service shall be at Melbourne,'—are of opinion that the provision therein contemplated for the transmission of the New South Wales and Queensland mails from Melbourne to Sydney is not satisfactory.
- (2.) "That pending the establishment of a second mail service between Europe and New South Wales, in any new contract which may be entered into for the service from Galle, it be provided that the mails for New South Wales and Queensland should continue to be delivered in Sydney, subject to the condition of New South Wales engaging to bear any excess of cost which may arise from the mails being conveyed beyond Melbourne by the mail steamer.
- (3.) "That with a view to the disposal of these resolutions, the Government of New South Wales be requested to lay official reports before the Conference on the existing facilities for the conveyance of mails from Albury to Sydney."

7. Mr. Wilson then moved a resolution of which notice had been given by him on the 31st ultimo, as follows (which having been amended, after much discussion, was unanimously agreed to) :—

Original motion—"That this Conference move the Imperial Government to pay all charges upon the transmission of mails to and from London and San Francisco (retaining on account thereof all the postages collected in Great Britain), and to contribute the sum of £20,000 per annum towards a single service between San Francisco, New Zealand, and Sydney; such service to be agreed upon between the Government of New Zealand and New South Wales."

Amended motion—"That this Conference move the Imperial Government to pay all charges upon the transmission of mails to and from London and San Francisco (retaining on account thereof all the postages collected in Great Britain), and to contribute the sum of £20,000 per annum towards a San Francisco Service, to be agreed upon between the Governments of New Zealand and New South Wales."

8. Mr. Palmer gave notice of the following motion :—"That in view of the serious inconvenience which would arise to the whole of the Australian Colonies in the event of interruption to telegraphic communication with Europe, it is desirable that a cable should be constructed between Java or Timor and the terminus of the Queensland telegraph lines at Norman Mouth. That this Conference, or the members of it who agree to these resolutions, recommend their various Governments to obtain Parliamentary sanction to a guarantee of 5 per cent. on the cost of construction of such cable. Recommendations contained in the letter of the Superintendent of Electric Telegraphs, herewith annexed, to be taken as a basis in any agreement with a Cable Construction Company. The Government of Queensland to enter into the necessary arrangements, and receive and pay all claims under such agreement, either with the Construction Company or the subscribing Colonies."

The SUPERINTENDENT of ELECTRIC TELEGRAPHS, Queensland, to the COLONIAL SECRETARY, Queensland.

Electric Telegraph Department,
Superintendent's Office, Brisbane, 9th December, 1872.

SIR,—

I have the honor to return, with Schedule annexed, the several offers lately received from England to lay a cable from East Java to the terminus of the Queensland lines at Carpentaria.

I am informed that the British-Australian Company's Directors have declined to connect their cable with the lines of this Colony, although pledged to do so. Under these circumstances, I would strongly recommend, as most suitable for the general interests of Australia, that the promoters of the Indo-Australian Company's offer be accepted, subject however to the following modifications, namely—that the cable, in lieu of being taken to Java, as at first proposed, should be carried north of Timor to a point on the southern coast of Celebes near Macassar, a distance of 1,550 nautical miles, thence to the south-west coast of Borneo, 700 miles; total length of cable, 2,250 miles,—for which Queensland and New South Wales should jointly guarantee 5 per cent. on the cost of construction.

A cable from thence to Singapore, 350 miles, to be provided for by the Company without a colonial guarantee. If this route is followed, the land lines in Sumatra and Java will be avoided, the important islands of Borneo and Celebes placed in circuit, and on completion of the Calcutta and Singapore Company's line, which will be at once commenced, independent communication with the United Kingdom, *via* the Indo-European and Submarine Companies' lines, will be secured.

In the event of this proposal being favourably considered, the Imperial authorities should be requested to take soundings between Celebes and Carpentaria without delay; and much time and trouble might be saved by sending a competent person to London, with full power from the Queensland and New South Wales Governments to enter into necessary arrangements for manufacturing, submerging, and working the cables.

I have, &c.,

W. J. CRACKNELL,
Supt., Electric Telegraphs.

SCHEDULE.

TENDERS received for Manufacturing and Laying Submarine Telegraph Cable.

No.	Name of Tenderer.	Total Length.	Length—Divisions of Cable.	Weight per mile of 7-wire copper conductor.	Weight of insulating material.	Price per knot.	Sheathing.	Total Cost.	Prices—Extra Length Cable.	Time of Contract.
1	India-rubber, Gutta Percha, and Telegraph Works Co. (Limited).	Miles 1,995	A Main cable 800 knots B Main cable 1,050 knots C Shore-end cable, 120 knots D Shore-end cable, 25.	210 lbs. 180 „ 200 „ „ „	260 lbs. 240 „ 220 „ „ „	£ 187 236 348 1,000	Galvanized iron wires, covered with three coatings of mineral pitch and silica.	£460,000	...	9 calendar months to manufacture cable only; no specified time for laying.
2	Indo-Australian Telegraph Co.	do ...	A } B } do do C } D }	210 „ 180 „ 200 „ „ „	260 „ 240 „ 220 „ „ „	... ... ... ...	A serving of India-rubber, felt, and jute yarn over core, and sheathed with galvanized wire, served with Clarke's compound and jute yarn. Do.	£694,000—5 per cent. guarantee.	...	...
3	Hooper's Telegraph Works.	do ...	A } B } do do C } D }	210 „ 180 „ 200 „ „ „	260 „ 240 „ 200 „ „ „	... ... ... ...	Do.	£480,000	...	12 calendar months to manufacture and lay the cable.
4	Siemens Bros. No. 1	do ...	A } B } do do C } D }	210 „ 180 „ 200 „ „ „	260 „ 240 „ 200 „ „ „	... ... ... ...	Do.	£560,000	A £160 B £184 C £224 D £360	12 calendar months to manufacture and lay the cable.
5	Siemens Bros. No. 2	do ...	A } B } do do C } D }	210 „ 180 „ 200 „ „ „	260 „ 240 „ 200 „ „ „	... ... ... ...	Do.	£685,000—5 per cent. guarantee.	...	12 calendar months to manufacture and lay the cable.
6	W. T. Henley	do ...	Do. ...	do. „ do. „	do. „ do. „	300	Do.	£598,500	...	...

Electric Telegraph Department,
Superintendent's Office,
Brisbane, 9th December, 1872.

W. J. CRACKNELL,
Superintendent of Electric Telegraphs.

“That the Imperial Government be requested to assist the Governments of the Australian Colonies in the construction of such cable—

“1st. By causing soundings to be taken by Her Majesty's ships in the seas through which the cable must pass.

“2nd. By such aid, pecuniarily or otherwise, as they may think fit.”

9. Mr. Vogel then moved, and Mr. Reynolds seconded,—“That a communication from the representatives of New Zealand, dated 30th January, 1873, on the subject of the Californian Mail Service, addressed to the Colonial Secretary of New South Wales, should be entered upon the records of the proceedings of the Conference.” Agreed to.

(For letter, see separate papers.)

10. Mr. Barlee gave notice of the following motion:—

- (1.) “That as it is undesirable for the several Colonies of Australia to depend on a single line of telegraphic communication with Europe, this Conference recommends the construction of a second cable, either from Galle to Western Australia *via* the Cocos or Keeling Islands, or from Java to Western Australia.
- (2.) “That such cable be landed at the Port of Geraldton, in Western Australia, in latitude 28° 47", from whence telegraphic communication exists overland to the Port of King George's Sound in the same Colony, in latitude 35° 0'.
- (3.) “That from thence communication be conveyed either by land-line to South Australia, or by cable to such point in Australia as may, in the opinion of this Conference, be most conducive to the general interests of the several Colonies.
- (4.) “That the adoption of these resolutions possesses the great advantage of placing all the Australian Colonies, New Zealand, and Tasmania in immediate communication—a manifest commercial advantage to be gained by no other route.
- (5.) “That the cost of this service will best be met by Parliamentary sanction being obtained to a guarantee not exceeding 5 per cent. on the cost of construction to and from the ports of arrival and departure in Western Australia.”

11. Mr. Wilson then moved as follows:—

- (1.) “That this Conference, having had under consideration Lord Kimberley's Circular Despatch of the 19th April, 1872, resolve to adopt a joint memorial to the Queen, praying that Her Majesty will direct such measures to be taken as will enable the Royal Assent to be given to the Intercolonial Reciprocity Acts of the Legislatures of Tasmania, South Australia, and New Zealand, and that Her Majesty will direct such measures to be taken as may be found necessary to give full effect to the wishes and requests of the Governments and Legislatures of Her Majesty's Australasian possessions in the matter of Intercolonial free trade.
- (2.) “That the Hon. H. Parkes, the Hon. J. Vogel, and the Mover, be a Committee to prepare a draft of such joint memorial for the consideration of the Conference.”

Which, having been amended as follows, was agreed to:—“That this Conference having had under consideration Lord Kimberley's Circular Despatch of 19th April, 1872, resolved to adopt a joint memorial to the Queen, praying that Her Majesty will direct such measures to be taken as may be found necessary to give full effect to the wishes and requests of the

Governments and Legislatures of Her Majesty's Australasian possessions, in the matter of Intercolonial commercial reciprocity. That Mr. Parkes, Mr. Vogel, and the Mover, be a Committee to prepare a draft of such joint memorial, for the consideration of the Conference at its meeting on a future day."

The Conference adjourned at 4 o'clock, until next day at 10 o'clock a.m.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Tuesday, 4th February, 1873.

Present :—

<i>New South Wales :</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia :</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand :</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.	<i>Tasmania :</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Queensland :</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria :</i>	The Hon. J. G. Francis. The Hon. E. Langton.
	<i>Western Australia :</i>	The Hon. F. P. Barlee.	

The Conference having met at 10 o'clock, the minutes of the proceedings of yesterday's date were read and confirmed.

1. Mr. Barrow then gave notice of the following motion :—" That he will, on an early day, call the attention of the Conference, or the representatives of those Colonies more immediately interested therein, to the unsatisfactory nature of the existing arrangements for the collection of Customs Duties on the River Murray, and will move that it is desirable to terminate as soon as possible the present system of the collection of duties, and to substitute instead the payment of lump sums in lieu of duties, to be arranged by the Colonies concerned on an equitable basis, calculated upon past actual collections."

2. Mr. Palmer gave notice of the following motion :—" That the present state of the law in regard to the Extradition of Criminals escaping from one Colony into another is defective. That in lieu of the present system, an Act should be passed in each Colony, enabling a criminal warrant duly issued in one Colony to be executed in another, on the indorsement of a Judge or Magistrate. That such Act should provide (with such safeguards as may be deemed necessary) that the contents of any such warrant issued in one Colony may be transmitted by telegraph to another Colony, and that a certified transcript of the message shall have the same effect as an original warrant. That the Act referred to should, as nearly as possible, be alike in each Colony."

3. Mr. Palmer moved a resolution, in accordance with notice given by him on the preceding day, on the subject of the establishment of a Mail Service through Torres Straits to Singapore, when, after discussion, it was moved by Mr. Palmer, and seconded by Mr. Thompson, that the following motion be substituted for the original one, which was agreed to unanimously, and carried :—" That Queensland negotiate for a service between Singapore, Brisbane, and Sydney, at a cost not exceeding £25,000 per annum. The cost to be divided between all the Colonies in proportion to the number of letters they despatch by this route. The Imperial Government to be asked to contribute £5,000 per annum towards the subsidy."

4. Mr. Barrow proposed, and Mr. Palmer seconded, the following resolution :—" That the minutes of proceedings of the Conference be printed, confidentially, for the use of the members only, and that each day's proceedings be printed after being confirmed by the Conference," which was unanimously agreed to.

Mr. Vogel, with the concurrence of the Conference, withdrew the notices of motion given by him on Monday, 27th ultimo.

Mr. Samuel, with the concurrence of the Conference, withdrew the notice of motion given by him on Monday, 27th ultimo.

Mr. Langton, with the concurrence of the Conference, withdrew the notice of motion given by him on 31st ultimo.

Mr. Francis also, with the concurrence of the Conference, withdrew the notice of motion given by him on 31st ultimo.

5. Mr. Vogel then gave notice of the following motion :—

"The Representatives of the Colonies of desire to express their sense of the untiring energy and perseverance displayed by the Colony of South Australia in connection with the establishment of through telegraph communication between the Australasian Colonies and Great Britain.

"That the arguments which may be used in favour of the Governments of a country and its dependencies taking charge of the land telegraph lines apply with greater force to their taking charge of the lines of telegraph cable which connect them.

"That if the means of telegraph communication between Great Britain and the Colonies were in the hands of the joint Governments, the rates of charge for the use of the line might be materially reduced, since the interest required by the shareholders of the various Companies interested is much larger than that which would have to be paid on borrowed money.

"That Great Britain, by the use of her navy, has great facilities for maintaining the cables in a condition of efficiency.

"That for these and other reasons of a self-evident character, the Conference urge on Great Britain to join with India and the Colonies in acquiring or constructing a through line of telegraph communication between Great Britain, India, and the Australasian Colonies.

"That the money necessary for the purpose be borrowed by Great Britain, and that the yearly interest, together with the annual cost of maintenance, and, if necessary, an annual sum for renewal,

be divided between Great Britain, the various Indian Possessions, and the Australasian Colonies, in the proportion of the mileage of the messages despatched from each contributing country—each contributing country to keep its own receipts.

“That in acquiring the through line, a distinction be made between the ordinary land lines in the Australian Colonies and those parts of the land lines constructed or principally required for through use. That the ordinary land rates be charged on the ordinary land lines; but that the land lines for through use should be acquired.

“That South Australia should be fully reimbursed the expense she has incurred in establishing the through line, and that an alternative line by way of Queensland should be constructed. That the cable connecting with Tasmania, and one connecting with New Zealand, should be acquired or constructed.

“That in anticipation or in default of effect being given to the foregoing resolutions, the Colonies shall, in joint association, acquire so much of the land lines of Australia as may be considered to belong to the through route,—shall construct or acquire an alternative line by way of Queensland, the cable connecting with Tasmania, and a cable connecting with New Zealand. That the necessary money be borrowed on their joint security, and that the annual interest and maintenance be charged to the Colonies, in proportion to their several receipts, for the use of the lines belonging to the associated Colonies, each Colony to retain its own receipts.”

6. Mr. Innes moved, and Mr. Palmer seconded, as follows:—“(1.) That the Conference having taken into further consideration the following resolution, adopted, on the motion of Mr. Langton, on the 27th ultimo, viz.,—‘That inasmuch as the railway from Melbourne to Albury will be completed during the current year, and as mails can then be conveyed between Melbourne and Sydney in thirty-four hours, or twenty-two hours less than the average time occupied by the P. and O. Company’s steamers, thus securing the delivery of New South Wales and Queensland mails one day earlier than at present, the terminus of the Galle Service shall be at Melbourne,’—is of opinion that the provision therein contemplated for the transmission of the New South Wales and Queensland mails from Melbourne to Sydney is not satisfactory.” Which, after having been fully discussed, was put from the chair, and negatived, on the following division:—

<i>Ayes.</i>	<i>Noes.</i>
Mr. Innes,	Mr. Francis,
Mr. Palmer,	Mr. Langton,
Mr. Thompson,	Mr. Vogel,
Mr. Samuel, and	Mr. Reynolds,
Mr. Parkes.	Sir Henry Ayers,
	Mr. Barrow,
	Mr. Barlee.

Mr. Wilson declined to vote.

7. Mr. Parkes then handed in a protest for himself and his colleague against the grounds on which the Conference had arrived at the above decision, also a memorandum signed by Mr. Samuel and himself, which he requested might be printed. The Conference agreed to the same being entered upon the minutes.

Protest by Representatives of New South Wales.

We, the undersigned Representatives of the Government of New South Wales, duly accredited to this Conference, having in our places protested against the resolution adopted by a majority on the 27th January, now desire to record our protest against the grounds on which the Conference has decided that the terminus of the mail service *via* the Red Sea and Point de Galle shall be at Melbourne.

(1.) Because the Galle Service is the premier Australian service, and the only service supported by the Imperial Government in the interest of all the Colonies, and ought therefore to be arranged and contracted for in view of securing its postal advantages to all equally, irrespective of other considerations.

(2.) Because, if the geographical situation and commercial advantages of any one port point it out as the natural or most convenient terminus in the interest of the majority of the Colonies, such an arrangement should not be frustrated by any local jealousy of the distinction, or other minor collateral benefits, which may be supposed to be incidental to a terminal port.

(3.) Because the terminus of this service has hitherto been at Sydney, and the superiority of that port as the terminus, considered in view of Australian as distinguished from local interests, has not been attempted to be disproved, and cannot be denied.

(4.) Because the period which must necessarily be agreed upon for the course of post under any contract will allow ample time for the mail ships to proceed to Sydney as hitherto, without a reshipping of mails, and without injury to the interests of any Colony (in respect to the carriage of mails, passengers, or cargo) which properly ought to be served by a postal service.

(5.) Because an extensive passenger and goods traffic between New South Wales and Europe is carried on by the ships of the Galle Service; and it would be unjust to require the passengers and goods for this Colony to be unnecessarily reshipped at Melbourne.

(6.) Because no single ground of a federal character, advanced in the interests of all the Colonies, has been stated in support of the mail ships stopping at Melbourne.

(7.) Because the support offered by the Imperial Government is manifestly not intended to give any pre-eminent advantages to the south-western apart from the other Australian Colonies, and still less to subsidize the commercial ambition of any one of them, apart from the proper objects of a postal service.

(8.) Because the south-western Colonies, in relation to the Galle Service, possess important incidental advantages, by being the first Colonies which the steamers reach, and the last from which they depart,—thus enjoying much longer time than New South Wales for the purposes of correspondence.

(9.) Because the geographical disadvantage to which New South Wales is exposed in this respect would be needlessly aggravated by the Ocean steamers stopping short at Melbourne, whilst such a course would neither conduce to economy nor afford any additional postal advantage to the southern Colonies.

(10.) Because the making that port the terminus, without any necessity whatever, and not with the view of improving, but by directly impairing the efficiency of the service, would be fostering the rivalry of Melbourne by Imperial expenditure, and embittering the relations between the two Colonies and the Mother Country.

(11.) Because the ground assigned by a majority of the Conference for a change of terminus—that the mails for New South Wales and Queensland should be carried overland between Melbourne and Sydney, 230 miles out of a total distance of 550 miles, by horse teams—is scarcely less preposterous, under existing circumstances, than if it were proposed that they should be carried by a service of balloons; and it cannot be regarded by us as other than an evidence of indifference to the just claims of New South Wales.

For the foregoing reasons, the Representatives of New South Wales, while expressing their anxiety for agreement and united action on other questions, cannot take part in any further consideration of the proposed mail service between Melbourne and Galle.

Sydney, 4th February, 1873.

HENRY PARKES.
SAUL SAMUEL.

Memorandum.

The Representatives of New South Wales are prepared—(1st.) To abide by the result of tenders being called for two services—one to Sydney and one to Melbourne, with the necessary branches—and to accept whichever is cheapest in the interest of all the Colonies; or (2nd.) To leave the question of terminus to the decision of the Secretary of State.

February 4, 1873.

HENRY PARKES.
SAUL SAMUEL.

8. Sir Henry Ayers proposed, and Mr. Barlee seconded, the following motion, viz.:—"That the Chairman be requested to apply by letter to Mr. Macaulay, to ascertain whether he is prepared to give any answer to the questions put to him on the 27th ult."—which, on being put from the Chair, was carried unanimously.

The Conference adjourned at 4 o'clock, until the next day, at half-past 10 o'clock.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, 5th February, 1873.

Present :—

<i>New South Wales :</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia :</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand :</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.	<i>Tasmania :</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Queensland :</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria :</i>	The Hon. J. G. Francis. The Hon. E. Langton.

Western Australia : The Hon. F. P. Barlee.

The Conference having met at half-past 10 o'clock a.m., the minutes of the proceedings on the 4th instant were read and confirmed.

1. Mr. Langton laid before the Conference a paper embodying the reasons of the Victorian Representatives in favour of Melbourne being the terminus of the Suez Mail Service, which the Conference desired should be printed, viz. :—

Reasons submitted by the Representatives of Victoria in favour of Melbourne being the Terminus of the Suez Mail Service.

(1.) Because for the Suez Service it is the most central port of Australia, and from it the branch services to New Zealand and Tasmania must diverge.

(2.) Because the time occupied with the mails from Europe will be shortened to all the Colonies (except Western Australia, which will not be affected by the change), by the saving of some hours in taking in coals at King George's Sound for the voyage from Melbourne to Sydney.

(3.) Because a further saving of (on the average) twelve hours will be effected, by avoiding the delay now caused by the detention in Hobson's Bay, for the discharge of cargo for Melbourne, and the transhipment of mails for other Colonies.

(4.) Because after August next, when the North-Eastern Railway of Victoria will be completed to the boundary of New South Wales, on the journey from Melbourne to Sydney a further saving can be effected, if the mails are carried overland, of at least ten hours. (See Report of Engineer-in-Chief of Victoria, attached.)

(5.) Because for every ten miles of railway completed by New South Wales from Goulburn towards Albury, a further saving of one hour will be effected.

(6.) Because if the land service from Albury to Goulburn be objected to by New South Wales, and the mails to that Colony and Queensland are sent by a branch steamer, the saving of time at King George's Sound and Hobson's Bay will still be effected, and those mails delivered from fifteen to twenty-four hours earlier than under the present arrangement; or the mail may be divided, on the same principle as is adopted *via* Brindisi and Southampton, the letters being sent overland, while the heavy portion of the mail could be sent by sea.

(7.) Because Sydney is the natural terminus of the Pacific and Torres Straits routes ; and in the distribution of the advantages incidental to mail services, Melbourne is entitled to the terminus of the service for which it is most conveniently situated, and towards which it contributes so large an amount. Without this concession, Victoria would contribute largely to all the services, and participate in the incidental advantages of none.

(8.) Because New South Wales will, in regard to the Torres Straits and Pacific Services, enjoy similar advantages to those which will be conferred on South Australia and Victoria by the Galle Service.

(9.) Because by the terminus being at Melbourne, the service would cost less to all the Colonies than by requiring the Galle steamer to go on to Sydney.

(10.) Because the voyage from Galle to Melbourne is 4,635 miles,—an extreme distance for any vessel to be kept under steam, and to perform her voyage with regularity at the speed required. To this long distance, the extension to Sydney involves an addition of 602 miles.

(11.) Because the finest dock in Australia has been built at Melbourne, mainly with the view of fitting the port to be the terminus of this line.

(12.) Because by the steamer calling at Glenelg, at least forty hours' notice will always be given to prepare for despatch of the branch steamers from Melbourne.

(13.) Because steamers sail almost daily from Melbourne to Sydney, thus insuring without delay or undue expense the immediate transmission of the mails.

(14.) Because Victoria pays about one-half of the entire subsidy to the Suez line.

(15.) Because the contemplated subsidy of the Imperial Government to the second line is contingent on its being an alternating line, as shown in Treasury letter, 14th August, 1872; and by the terminus of the Suez line being at Melbourne, the time for delivery of European mails at Sydney would be,—

Via San Francisco	...	...	...	...	...	47 days
Via Suez (by branch service)	...	...	...	...	...	47 days

(16.) Because any postal compact, such as it is desired to enter into at this Conference, must be based upon mutual concession; but if this terminus be not conceded to Victoria, that Colony would be, while the largest contributor, the only Colony to which no concession whatever was made.

(17.) Because, on the ground of population, commerce, and correspondence, Victoria has the greatest interest in the service.

(18.) Because Victoria is willing to contribute to other lines affording little or no advantage to her.

(19.) Because the Parliament of Victoria does not meet till May, and then will not confirm any agreement unless the terminus of this line be at Melbourne. It will then be too late to enter into fresh negotiations for any contract to commence the service in January next.

5th February, 1873.

J. G. FRANCIS.

EDWARD LANGTON.

Engineer-in-Chief's Office, Railway Department,
Melbourne, 8th January, 1873.

MEMO.—The distance from Melbourne to Belvoir, which is the terminus of the North-Eastern Railway, is 186½ miles; from Belvoir to Albury it is 2½ miles; and from Albury to Goulburn, which is the present terminus of the Southern Railway of New South Wales, the distance is 217 miles. This railway is open from Goulburn to Sydney, a distance of 134 miles.

The North-Eastern Railway will probably be opened to Belvoir not later than August next, and the journey between Melbourne and Sydney will then be made over 320½ miles of railway and 217 miles of road. That part of the journey which is by rail can be done easily in ten hours, and that by road in thirty-one hours, making the whole time between Melbourne and Sydney forty-one hours. The present average passage of the P. and O. mail steamers is fifty-six hours.

The New South Wales Government has determined to extend its Southern Railway from Goulburn to Wagga Wagga, which is 310 miles from Sydney. This extension is to be commenced at once, and completed in three years. Wagga Wagga is seventy-nine miles from the terminus of the North-Eastern Railway at Belvoir. At the end of three years, therefore, the journey between Sydney and Melbourne will be made by rail for 496½ miles, and by road for 79 miles. That part of the journey which is by rail can be done easily in fifteen hours, and that by road in eleven hours, making the whole time between Sydney and Melbourne twenty-six hours, as against fifty-six hours by the mail steamers.

To state the matter shortly: Fifteen hours can be saved in transmitting the mails between Sydney and Melbourne after next August, by adopting the North-Eastern Railway instead of the sea route; and when the Southern Railway of New South Wales is completed to Wagga Wagga, thirty hours can be saved. If express speed were used for the mail trains, the saving of time would be still greater.

T. HIGGINBOTHAM,

Engineer-in-Chief.

2. Mr. Palmer gave notice of the following motion, to be moved by him on a future day, viz.:—
“That the circular letter of the Colonial Secretary of Queensland, annexed hereto, on the subject of Intercolonial Telegraph Messages, be taken into consideration.”

(Circular.)

SIR,—

Colonial Secretary's Office,

Brisbane, Queensland, 11th January, 1873.

With reference to former correspondence on the subject of the tariff for Intercolonial telegraph messages, I have the honor to inform you that, in order to simplify arrangements, it is considered desirable to adopt, as nearly as possible, the system and manner of working now in general operation throughout the world. To effect this it will be necessary for the several Colonies to agree to a terminal and transit rate, and to charge for the address and signature; but it is proposed to extend the message

from ten to twenty words, including address and signature, allowing ten words for the latter, and, instead of charging for each additional word, to make a charge for every additional ten words or part of ten words.

The rates proposed for consideration are as follows:—

Rate for transmission of twenty words, including address and signature, every ten words, or portion of ten words being charged half rate.

	Terminal Rate for Messages received or delivered within the Colony.		Transit Rate for Messages sent through the Colony.	
	s.	d.	s.	d.
Queensland	2	0	7	0
New South Wales	2	0	2	0
Victoria	1	0	1	0
South Australia	2	0	20	0
Tasmanian Cable Company ... ..	...	...	4	0
Tasmania	1	0	...	...

According to this scale, the charges for intercolonial messages of twenty words, including address and signature, would be—

Between any station in Queensland and any station in New South Wales ...	4s.
Ditto, Victoria	5s.
Ditto, South Australia	6s.
Ditto, Tasmania	10s.

Half rate for every ten words or part of ten words additional. Press messages to be charged one-half the ordinary rates.

It is also proposed to divide the receipts between the Colonies in the following manner, namely:—

New South Wales business	$\frac{1}{2}$	to New South Wales.
	$\frac{1}{2}$	to Queensland.
Victorian	$\frac{1}{2}$	to Victoria.
	$\frac{2}{3}$	to New South Wales.
	$\frac{2}{3}$	to Queensland.
South Australian... ..	$\frac{1}{3}$	to South Australia.
	$\frac{1}{3}$	to New South Wales.
	$\frac{1}{3}$	to Queensland.
Tasmania	$\frac{1}{10}$	to Tasmania.
	$\frac{2}{5}$	to Cable Company.
	$\frac{1}{10}$	to Victoria.
	$\frac{1}{5}$	to New South Wales.
	$\frac{1}{5}$	to Queensland.

I would strongly recommend the proposed alterations for the favourable consideration of your Government, as it is considered that the simplification of the arrangements, and the establishment of the charges on a more satisfactory and uniform basis, would tend to facilitate the transaction of telegraphic business.

I have, &c.,

A. H. PALMER.

3. Sir Henry Ayers gave notice of the following motions:—

- (1.) "That as those descriptions of Australian wines best capable of sustaining a voyage to Great Britain contain more than 26 per cent. of proof spirit, this Conference move the Imperial Government to admit such wines at the uniform duty of 1s. per gallon; or, should a limit of the strength be considered necessary, then that all Australian wines containing less than 35 per cent. of proof spirit be admitted at a duty of 1s. per gallon.
- (2.) "That the Governments of the Australian Colonies recommend to their respective Legislatures the passing of a uniform law relating to the remedies to be had against absconding debtors, including the issuing of execution in any Colony upon registration of the judgment from any Court of the Colony in which the cause of action arose."

4. Mr. Francis moved, and Mr. Palmer seconded, the following resolution, which was unanimously agreed to:—"That in reference to Lord Kimberley's Despatch of 19th April, 1872, a Committee be appointed to draw up a memorial to the Secretary of State for the Colonies, requesting him to move the Imperial Government to introduce a measure into the Imperial Parliament enabling the Australian Colonies to make arrangements with each other for the reciprocal admission of their products and manufactures on such terms as may be mutually agreed upon, and that such Committee consist of Messrs. Parkes, Vogel, and Wilson."

The Conference adjourned from 1 o'clock until 2.

5. On resuming, Mr. Reynolds moved the resolution, notice of which had been given by him, on the subject of the erection and maintenance of a Lighthouse on "The Snares," when, after discussion, the resolution was amended as follows, viz.:—"That the representatives of the Colonies of New South Wales, New Zealand, Queensland, Tasmania, and Victoria, undertake to urge upon their respective Governments and Legislatures to join in the erection and maintenance of a lighthouse on "The Snares," to the south of New Zealand, as a site offering more advantages than the Auckland Islands to shipping on the homeward voyage from the Australian Colonies."

Whereupon Mr. Francis moved, and Mr. Langton seconded, the following amendment:—"That this Conference is of opinion that the risk to life and property occasioned by the existence of dangerous groups of islands, known as "The Snares," and the Auckland Islands, lying to the southward of New Zealand, and situated respectively in 48° 5' S. lat. and 166° 32' E. long., and 50° 50' S. lat. and 166° E. long., would be very much reduced by the establishment and maintenance of a first-class ocean light; and in

order to cover the cost of erecting and maintaining the said light, the Conference agree to recommend to the Imperial and to their respective Governments, that the expense should be borne by contributions in proportion to the tonnage of the shipping entered inwards or outwards in Great Britain, or in each Colony deriving benefit from the same."

The Chairman then put the Question to the Conference as follows:—"That all the words after the word 'That,' in the beginning of Mr. Reynolds' resolution, be omitted, with a view to the insertion of all the words of the amendment proposed by Mr. Francis;" when it was carried in the affirmative.

<i>Ayes.</i>		<i>Noes.</i>
Mr. Francis,		Mr. Vogel,
Mr. Langton,		Mr. Reynolds.
Mr. Samuel.		

The amendment moved by Mr. Francis was then put from the chair, and carried on the following division:—

<i>Ayes.</i>		<i>Noes.</i>
Mr. Francis,		Mr. Reynolds.
Mr. Langton,		
Mr. Samuel,		
Mr. Parkes.		

Messrs. Thompson, Barlee, Barrow, Vogel, and Sir Henry Ayers, declined to vote.

6. Mr. Barrow then proposed the following motion standing in his name, viz.:—"That in order to perfect the lighting up of the South Australian and Victorian coasts, the following additional lights are required:—(1.) A light on Penguin Island, Rivoli Bay, about midway between Cape Jaffa and Cape Northumberland. (2.) A light on Cape Bridgewater. (3.) A light on Ram Head, about thirty-five miles west of Cape Howe." When, after discussion, the further consideration was postponed.

7. Mr. Langton gave notice of the following motion:—"That a Committee, consisting of Messrs. Barrow, Reynolds, Samuel, Francis, and Palmer, be appointed to consider and report on the desirability of constituting some general Trinity Board, to determine on the best means of lighting effectively the Australasian coasts."

8. Mr. Vogel moved the resolution of which he had given notice, on the subject of the Investment of Trust Funds; when, after some discussion, it was resolved to postpone the further consideration thereof for the present.

The Conference then adjourned until the next day at 11 o'clock a.m.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, 6th February, 1873.

Present:—

<i>New South Wales:</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia:</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand:</i>	The Hon. Julius Vogel.	<i>Tasmania:</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Queensland:</i>	The Hon. W. H. Reynolds. The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria:</i>	The Hon. J. G. Francis. The Hon. E. Langton.
	<i>Western Australia:</i>		The Hon. F. P. Barlee.

The Conference having assembled at 11 o'clock a.m., the minutes of the proceedings of the 5th instant were read and confirmed.

1. The Chairman laid before the Conference the draft of a memorial relating to Intercolonial Commercial Reciprocity, prepared by the Committee appointed to draw up the same, which was ordered to be printed:—

"The Representatives of the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Western Australia, assembled in Conference in Sydney, have carefully considered the lengthened correspondence which has taken place between the Secretary of State and their several Governments upon the subject of intercolonial commercial reciprocity. They have given respectful attention to the arguments used by the Secretary of State in opposition to the views taken by the Colonies. The Conference consider it their duty respectfully to urge upon the Imperial Government to remove the restrictions which stand in the way of two or more Colonies of the Australasian group entering into arrangements for the reciprocal admission of articles the growth, produce, or manufacture of any part of Australia or New Zealand, upon terms to which they may mutually agree.

"The Secretary of State expresses the opinion that the Colonies, in making the request for powers to enter into reciprocal tariff arrangements, are actuated by leanings in favour of a protective policy. The Conference desire to assure his Lordship that the decision they have arrived at is not based upon any considerations in favour of protection.

"The fact that the concession asked for by the Colonies has been supported by public men holding widely different opinions on the subjects of free trade and protection, should be, it is submitted, a sufficient proof that the Colonies are not seeking to insidiously promote protection in the requests they are making. The tendency of the exercise of the powers which the Colonies now seek will be rather antagonistic to protection than otherwise, inasmuch as it may lead to the modification of hostile and retaliatory tariffs.

"The Conference loyally and earnestly assure the Secretary of State that they are actuated by the desire to strengthen the ties which so happily unite the Colonies to the Mother Country. They cannot believe that the people of the United Kingdom will consider that their fellow-subjects in Australasia

are doing more, in urging their present requests, than endeavouring to fulfil the duties devolving upon them, of colonizing in the most effective manner countries in which the whole of Her Majesty's subjects have a common and national interest.

"The Australasian Colonies only ask for powers which have been and are still exercised by the British-American Provinces for a long series of years. Seeing that the Constitution Act of New Zealand does not debar that Colony from exercising the powers sought, it would almost appear that accident, rather than design, has been the cause of that clause in the Constitution Acts of the other Colonies which denies to them the discretion to which they deem they have a right.

"The Secretary of State admits that the powers sought are not inconsistent with Treaty obligations of Great Britain. Indeed, such a deduction is inevitable; because, otherwise, seeing that the same powers have been exercised by the British-American Provinces, the conclusion would be that Great Britain had permitted her dependencies to violate her treaties.

"The great distance which separates the Australasian Colonies from the Mother Country would prevent any arrangement they might enter into from affecting the trade of the United Kingdom to any appreciable extent. Reciprocity amongst the Australasian Colonies clearly could not prejudice the commercial interests of the Mother Country so much as reciprocity amongst the British-American Provinces.

"Two of the Governors of these Colonies—the Earl of Belmore and Governor Du Cane—have personally, on their own independent authority, as representatives of Her Majesty, declared themselves favourable to granting the requests of the Colonies. It is submitted that the advice of experienced Imperial Officers is entitled to the consideration of Her Majesty's Government, especially when it independently confirms the respectful requests of the Colonists themselves.

"As the Secretary of State has expressed an opinion favourable to a Customs' union of the Australasian Colonies, it is submitted that the power to enter into reciprocal tariff arrangements is eminently calculated to promote that object.

"For these reasons, and for others to which it is unnecessary to refer, the Conference urge the Secretary of State, without delay, to introduce the necessary measure into the Imperial Parliament, to enable any two or more of the Australasian Colonies to enter into reciprocal tariff arrangements, upon terms to which they may mutually agree."

2. Sir Henry Ayers gave notice of the following motion:—"That as inconvenience is caused through letters to the various Australian Colonies, posted for despatch by sea or overland, intercolonially, being charged at different rates of postage, one uniform rate be adopted of threepence for all letters, whether despatched overland or by ship; also, that the several Australian Colonies adopt one uniform rate on parcels and book packets, whether for despatch by sea or overland, intercolonially, namely:—

							s.	d.
Not exceeding 1 oz.	...	...	...	...	...	...	0	1
1 oz. but not exceeding 2 oz.	...	...	...	...	...	...	0	2
2 oz.	"	$\frac{1}{4}$ lb.	...	...	...	...	0	4
$\frac{1}{4}$ lb.	"	$\frac{1}{2}$ lb.	...	...	...	...	0	8
$\frac{1}{2}$ lb.	"	$\frac{3}{4}$ lb.	...	...	...	...	1	0
$\frac{3}{4}$ lb.	"	1 lb.	...	...	...	...	1	4

and so on, increasing 4d. for each $\frac{1}{4}$ lb. or fraction of $\frac{1}{4}$ lb."

3. Mr. Vogel handed in the reasons of the New Zealand Representatives in favour of Melbourne being the terminus of the Suez Mail Service, which the Conference desired should be printed:—

"From the outset, Victoria has declared that, unless Melbourne were made the terminus, she would not have anything to do with the service; whilst New South Wales, until quite recently, did not contend that Sydney was the proper terminus, but seemed disposed rather to depend upon the decision of the other Colonies as to which terminus was most expedient.

"The Representatives of New Zealand consider that, unless Victoria join in the proposed service, it would be unsafe for New Zealand to consent to join upon any terms based on rateable contribution.

"If Victoria take part in the service, South Australia, Western Australia, and Tasmania must also do so, and the same may probably be said of Queensland and New South Wales; but without Victoria, or with that Colony starting a fast service by way of the Cape of Good Hope, the cost of the Galle Service must fall very heavily upon the contributing Colonies. This is not a new idea upon the part of New Zealand. That Colony was not influenced by South Australia or New South Wales's notice of withdrawal from the present Suez Service; but the New Zealand Government sent home, with their notice to withdraw, a request to the Secretary of State for the Colonies, that he would only hand it in to the contractors in case Victoria had given or should give notice of withdrawal. Within a few days of the New Zealand letter being written, Her Majesty's Postmaster-General, in London, wrote to the Lords of the Treasury in similar tone, evidently equally impressed with the importance of Victoria's adherence to the contract. He pointed out, that as Victoria had given notice, the Treasury was bound to do so. It is true that passing reference was made to the fact that South Australia had determined to retire from the contract, and it was also mentioned that New South Wales had given notice several years before; but it was clearly implied that, unless Victoria had given notice, their Lordships would not have done so. In fact, as long as Victoria continued the service, the other Colonies, whether they approved of it or not, were bound to contribute to and use it. This was proved by the fact that, though New South Wales had given notice of withdrawal several years before, no one seemed to be affected by it, and she was glad to continue her connection with the service. The argument is clear and conclusive. New Zealand wishes to have the use of the Galle Service; she cannot safely join as a rateable contributor unless Victoria also join; Victoria will not join unless Melbourne be made the terminus; therefore, unless Melbourne be made the terminus, New Zealand cannot have the use of a service she desires.

"The reasons why it would be dangerous for New Zealand to join in the Galle Service without Victoria, apply much more strongly to the cases of South Australia and Tasmania. New Zealand has

an alternative service. South Australia and Tasmania are so dependent upon the Suez route, that they might possibly find themselves bound to contribute a very large sum towards its cost, on account of other Colonies having at their command other routes.

"It is to be recollected that New South Wales's share of the correspondence by the Galle route is somewhat small, compared with her population—a circumstance to be accounted for by the fact that, being an old-established Colony, a considerable portion of her population is not in such active communication with the Mother Country as the population of younger Colonies. New South Wales's contribution to the Suez Service has not solely depended on her proportion of letters; she has had to share with New Zealand and Queensland the cost of the service between Melbourne and Sydney. But, under the new arrangements proposed, all the Colonies would share the cost of the service and branches, in the proportion of the letters transmitted by them, and New South Wales's contribution would thus depend upon her somewhat small correspondence in proportion to her population.

"The arguments adduced would be equally forcible supposing it were admitted that Victoria's insistence upon Melbourne being made the terminus of the Galle route was tyrannical and arbitrary. But the Representatives of New Zealand are not altogether prepared to make such an admission. They think that the claim to the terminus was somewhat arrogantly asserted; but they believe that Victoria, paying as she would do the largest proportion of the cost of the service, has a right to insist upon the service being such as will be best suited to her wants. There can be no doubt that it is a great disadvantage to Victoria that the Peninsular and Oriental Company's boats should stay so short a time in Hobson's Bay. As soon as one of the boats is anchored, the passengers have to be hurried over her side: and freight to be sent on has to be delivered to the agent two or three days before the sailing date of the boat.

"Another reason in favour of Melbourne being the terminus is that the longer the voyage the vessels make, the greater is the risk of a breakdown, and the less the time that is available for making repairs.

"The present contractors do not keep a spare boat in Australia, and to require one would entail a large extra cost. The length of the voyage performed is very trying, considering that the boats are not auxiliary screw steamers, but keep on their course, regardless of the direction of the wind. The boats from Galle in reality come from Bombay. By proceeding on to Sydney, instead of stopping at Melbourne, 1,200 miles of steaming, there and back, are added to an already sufficiently arduous voyage. The distance from Bombay to Melbourne is about 6,000 miles. Clearly, it is desirable the boats should have as long a rest as is practicable before making the return voyage. Even if they stop at Melbourne, they will only have fifteen days to make any required repairs. To cause the boats to proceed to Sydney would, in the opinion of the New Zealand Representatives, be to greatly increase the risk of occasional breakdowns; besides that, as their stay in Sydney would necessarily be shorter, there would be less time for repairs.

"It has been alleged that, by the decision of the Conference, New South Wales is placed in an unfair and unfavourable position. The Representatives of New Zealand not only deny that allegation, but they contend that New South Wales will be placed in much the best position of any of the Colonies. It has been virtually decided that New South Wales shall have the use of the Galle Service, on condition that she contributes to the cost, rateably in proportion to the correspondence carried for her; the cost of the branch service being added to that of the main line. Hitherto, New South Wales has had to bear separately a considerable portion of the cost of the service between Melbourne and Sydney. It has also been virtually decided by the Conference that Sydney shall be the terminus of the Torres Straits Service, and the Australian terminus of the San Francisco Service.

"With respect to the latter, New Zealand has made New South Wales an offer* to extend the service to Sydney, to fix the times so that the service shall alternate fortnightly with the Galle Service at Sydney, to give to New South Wales a full share in the management, and to co-operate in requiring that the service shall be efficiently performed; asking from New South Wales no larger payment than the postages, up to £5,000 a year, on mail matter transmitted for the Colony by the line.

"Where vessels run in opposite directions, the much-urged advantage of a fortnightly service can only be given to one port. A fortnightly service at each port would require a duplication of a particular monthly service. Sydney will really be the only port at which a fortnightly service can be given. The Torres Straits Service will be too lengthy to correspond with that to Galle, or it might be made a fortnightly alternative service. But, under the offer made respecting the San Francisco Service, New South Wales would have a genuine fortnightly alternative service, and it would be the only Colony to which such an advantage would be given. Yet the total cost to the Colony of the three services would probably not amount to £20,000, and could not possibly exceed £25,000. It is believed the amount would not be more than £18,000.

"The proposal to convey the mails from Melbourne to Sydney either by a branch steamer or by land, will expedite rather than delay their delivery. Supposing a branch service to be adopted, the steamer could leave Hobson's Bay immediately after the arrival of the mails; and thus, delays in Hobson's Bay, which frequently occur to the mail steamer, would be avoided. Besides, the mail steamer will require to take in less coal upon the route. As to the outward service, New South Wales has now to close her mails at least three days before the departure of the boat from Melbourne; but if a separate branch steamer were employed, the closing of the mails sixty hours before the time of leaving Melbourne would suffice, and thus twelve hours for correspondence would be gained. It will also, before long, be in the power of New South Wales to have her mails conveyed by land to and from Melbourne much quicker than is possible by sea-carriage. Great objections have been urged against land carriage of the mails; but whatever may be the case with Sydney, unquestionably the residents in country districts bordering on the line of railway will be much benefited by having their letters sent by way of Melbourne, instead of by way of Sydney. For instance, it will be a great hardship to

* See letter to Hon. Mr. Parkes, copy of which has been presented to Conference.

settlers in the neighbourhood of Albury, and throughout the Riverina district, if it be made necessary that their mails should be brought to Sydney instead of being sent forward to Melbourne.

"To sum up: The New Zealand Representatives feel sure that if the terminus of the Galle Service be not at Melbourne, Victoria will refuse to have anything to do with that service, and will establish a Cape route Service; but, on the other hand, the New Zealand Representatives are not satisfied that the Government of New South Wales will be unwilling to accept the proposals which have been made. They certainly do not believe that the Government will recommend to Parliament to vote from £50,000 to £70,000 per annum for a Californian Service, when such a service is offered to the Colony without any payment being asked. They believe that New South Wales will be content that the Colony shall have, for a payment of from £15,000 to £25,000, the use of the Galle Service, and that Sydney shall be the terminus of the Torres Straits Service, and the Australian terminus of the San Francisco Service—besides that New South Wales would be the only Colony with a genuine alternative fortnightly service. The Representatives of New Zealand are convinced that no unprejudiced person can fail to recognize that New South Wales, by these proposals, will be put into a better position than any of the other Colonies.

"For the reasons stated, the New Zealand Representatives support Melbourne as the terminus of the Galle Service, and Sydney as the terminus of the Torres Straits Service; and they offer to extend to Sydney the present Californian Service, and to give to New South Wales a share in the management of that service.

"JULIUS VOGEL.

"WILLIAM H. REYNOLDS.

"Sydney, 5th February, 1873."

4. Mr. Innes moved the following resolution:—"That it is desirable that the statistics of the several Australian Colonies should be framed on a uniform system; and that, with a view to this object, the Governments of New South Wales and Victoria be requested to devise a plan, and refer a draft of the same for approval or amendment to the Governments of the respective Colonies interested, and the plan having been matured, the same to be observed in the preparation of the Annual Statistics of the Colonies."

When, after full discussion, the following amended resolution was unanimously agreed to, viz.:—"That it is desirable that the statistics of the several Australasian Colonies should be framed on a uniform system; and that, with a view to this object, the Governments of New South Wales and Victoria be requested to devise a plan, and refer a draft of the same for approval or amendment to the Governments of the respective Colonies interested, and the plan having been matured and approved, the same be observed in the preparation of the Annual Statistics of the Colonies; and the several Governments represented at this Conference undertake to use their best endeavours to secure the adoption of the plan agreed upon in the preparation of the Statistics for 1873."

5. Mr. Wilson proposed the following motion:—

"(1.) That the highway or ocean lights situated in Banks' and Bass's Straits—viz., King's Island, Kent Group, Swan Island, and Goose Island—have since 1864 been exclusively maintained by the Colonies of Victoria, New South Wales, and Tasmania, under a compact entered into between these Colonies, which included the lighthouses on Wilson's Promontory and Gabo Island.

"(2.) That the first four named lights, though erected on Tasmanian territory, are practically isolated beacons provided for the safety and protection of Australasian commerce.

"(3.) That it is reasonable and just that South Australia should fulfil its equitable obligation, by also contributing to the maintenance of the ocean lights in proportion to the advantages derived by its shipping, based upon the principles agreed to by the Conference held in Melbourne in 1864."

Which having been discussed, Mr. Wilson, with the concurrence of the Conference, withdrew; on the representation of the South Australian representatives that their Government had never been called on to contribute to the lights referred to in the motion, and expressing their willingness to bear an equitable share of the cost.

6. Mr. Wilson then moved, "That the re-arrangement of contributions towards the maintenance of the lighthouses situated on King's Island, Kent's Group, Swan Island, Goose Island, Wilson's Promontory, and Gabo Island, shall be as follows:—

[*For Resolutions and Tables, see p. 8.*]

When, after discussion, Sir Henry Ayers moved, and Mr. Barrow seconded, the following amendment:—"That the representatives of the several Governments pledge themselves to use their influence to obtain an equitable rearrangement of liabilities for the maintenance of the lighthouses situated on King's Island, Kent Group, Swan Island, Goose Island, Wilson's Promontory, and Gabo Island."

The Chairman then put the following motion to the Conference:—"That all the words after the word 'That,' in the first line in Mr. Wilson's motion, be omitted, with a view to the insertion of all the words after the word 'That' in the amendment proposed by Sir Henry Ayers;" when the Conference, with the exception of Mr. Wilson, approved of the same.

The amendment was then put from the chair and adopted, the representatives of New Zealand and Western Australia declining to vote.

7. Mr. Langton moved, "That a Committee, consisting of Messrs. Barrow, Reynolds, Samuel, Francis, and Thompson, be appointed to consider and report on the desirability of constituting some general Trinity Board, to determine on the best means of lighting effectively the Australasian coasts."

When, after discussion, the following amended resolution was unanimously agreed to:—"That a Committee, consisting of Messrs. Barrow, Reynolds, Samuel, Francis, and Palmer, be appointed to consider and report on the desirability and practicability of constituting some General Board, to supervise the lighting of the Australasian coasts."

Mr. Parkes laid before the Conference a communication from Mr. Macaulay, the Agent of the P. and O. Company, in answer to the inquiries made yesterday by the Chairman, which was read by the Secretary.

The Conference adjourned from 1 to 2 o'clock.

8. On resuming,—Mr. Vogel moved the following resolutions, notice of which had been previously given by him, on the subject of the Investment of Trust Funds :—

“The Representatives of the various Australasian Colonies, assembled in Conference, desire urgently to impress upon the Right Hon. the Secretary of State for the Colonies the very unnecessary disadvantages to which, as it appears to them, the Colonies are subjected, through English trustees not being at liberty to invest trust funds in Colonial securities and Colonial lands.

“When trustees act under instruments which do not expressly exclude or include certain securities, their discretion as to investment is still limited by certain Acts of Parliament. They may invest in securities guaranteed by Parliament, in securities authorized by general order of the Court of Chancery, in parliamentary stocks, in public funds, or Government securities. They are also allowed to invest in Indian unguaranteed stocks; and lately they have been permitted to invest in railway securities.

“It is submitted by the Conference that legislative provision should be made, in virtue of which trustees would be equally at liberty to invest in Colonial securities and land. There do not appear to be any reasons against this course, except such as might be urged by those who desire or anticipate the disintegration of the Empire. As the assurance has been more than once lately given, that Her Majesty's Government—in accordance with the undoubted feelings of the vast majority of Her Majesty's subjects—do not entertain opinions favourable to the severance of the Colonies from the Mother Country, there seems no reason why the securities of the Colonies should not be placed upon as favourable a footing as the unguaranteed securities of India.

“There are numerous cases of persons who reside in the Colonies, and on whose behalf trusts are held, who desire that the trust funds in which they are interested should be invested within the Colony in which they reside. The trust deeds do not prohibit such a course, yet the trustees, in the absence of the suggested legislative provision, find themselves unable to comply with the wishes of those on behalf of whom they act.

“The enormous accumulations of trust moneys would make the measure now suggested one of great convenience to a large number of Her Majesty's subjects residing in the United Kingdom.

“The Conference earnestly urges the Secretary of State to take the steps necessary to give effect to this representation.”

After discussion the Chairman put the first paragraph, which, having been amended, was carried.

The second paragraph was put from the Chair, and carried unanimously.

The third paragraph was carried by a majority, as amended.

The fourth paragraph was, after discussion, carried as amended.

The fifth and sixth paragraphs were unanimously agreed to.

The motion, as amended, having been put from the Chair, was agreed to as follows :—

“The Representatives of the Australasian Colonies, assembled in Conference, desire urgently to impress upon the Right Hon. the Secretary of State for the Colonies the very great and unnecessary disadvantages to which, as it appears to them, the Colonies are subjected, through trustees in the United Kingdom not being at liberty to invest trust funds in Colonial Government securities.

“When trustees act under instruments which do not expressly exclude or include certain securities, their discretion as to investment is still limited by certain Acts of Parliament. They may invest in securities guaranteed by Parliament, in securities authorized by general order of the Court of Chancery, in parliamentary stocks, in public funds, or Government securities. They are also allowed to invest in Indian unguaranteed stocks; and lately they have been permitted to invest in railway securities.

“It is submitted by the Conference, that legislative provision should be made, in virtue of which trustees would be at liberty to invest in Colonial Government securities. There can be no reason why the securities of the Colonies should not be placed upon as favourable a footing as the unguaranteed securities of India.

“There are numerous cases of persons who reside in the Colonies, beneficially interested in trust funds in the United Kingdom, who desire that such funds should be invested within the Colony in which they reside. The trust deeds do not prohibit such a course, yet the trustees, in the absence of the suggested legislative provision, find themselves unable to comply with the wishes of those on behalf of whom they act.

“The enormous accumulations of trust moneys would make the measure now suggested one of great convenience to a large number of Her Majesty's subjects residing in the United Kingdom.

“The Conference earnestly urges the Secretary of State to take the steps necessary to give effect to this representation.”

9. Mr. Samuel gave notice of the following motion on the subject of the Prevention of Diseases in Stock in the Australian Colonies, and laid before the Conference papers bearing upon the subject :—That he will to-morrow bring under the consideration of the Conference the necessity for deciding upon some united action, with a view to prevent the importation of diseased stock into the Australian Colonies.

Mr. Palmer moved a resolution, of which notice had been given by him, on the subject of the construction of a cable between Java or Timor and Norman Mouth (Queensland); and after discussion, Mr. Samuel read a memorandum on the subject.

Sir Henry Ayers also read correspondence on the subject of the existing telegraph communication with England; when it was resolved that the further consideration of the subject should be postponed.

The Conference then adjourned at 4 o'clock, until the next day, at half-past 10.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, 7th February, 1873.

Present :

<i>New South Wales :</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia :</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand :</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.	<i>Tasmania :</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Queensland :</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria :</i>	The Hon. J. G. Francis. The Hon. E. Langton.
<i>Western Australia :</i> The Hon. F. P. Barlee.			

The Conference having met at half-past 10 o'clock, the minutes of the proceedings on the 6th instant were read and confirmed.

1. The consideration of Mr. Palmer's resolutions on the subject of Telegraphic Communication with Europe by Singapore and Norman Mouth was resumed, and after discussion, the first paragraph, as amended, was put by the Chairman, and carried, on the following division:—

Ayes.
Mr. Vogel,
Mr. Reynolds,
Mr. Palmer,
Mr. Thompson,
Mr. Samuel, and
The Chairman.

Noes.
Sir Henry Ayers,
Mr. Barrow,
Mr. Barlee.

The resolution was accordingly agreed to, as follows:—"That in view of the serious inconvenience which would arise to the whole of the Australasian Colonies in the event of interruption to telegraphic communication with Europe, it is desirable that a cable should be constructed between Singapore and the terminus of the Queensland telegraph lines at Norman Mouth."

The representatives of Victoria and Tasmania declined to vote.

The further consideration of the said resolutions was postponed until Monday next.

2. Mr. Samuel asked Mr. Vogel if he would have any objection to lay on the table the following information:—"(1.) The number of days occupied by Mr. Webb's steamers between California and New Zealand in both directions, on the last six voyages. (2.) The number of days which the steamer now expected was overdue when the 'Hero' left Auckland."

Mr. Vogel consented to do so.

3. Mr. Vogel moved, and Mr. Barlee seconded, the following resolution, which was unanimously agreed to:—"That this Conference, representing the Governments of the several Australasian Colonies, desire to express to the Right Honorable the Secretary of State their willingness and anxiety to co-operate with the Imperial Government in the acquisition or construction of through lines of telegraphic communication between Great Britain, India, and Australasia."

It was also unanimously resolved by the Conference that Messrs. Langton and Vogel be appointed a Committee to prepare a memorial to the Secretary of State embodying the said resolution.

The Conference adjourned at 1 o'clock until a quarter to 2.

4. On reassembling, Mr. Wilson gave notice of the following motion:—"That this Conference takes into consideration on Monday next the advisability of memorializing the Home Government on the subject of assuming the protectorate and colonization of the Fiji Islands."

5. Mr. Langton proposed, and Sir Henry Ayers seconded, the following resolutions:—

(1.) "That, in the opinion of this Conference, it is desirable to obtain a reduction in the charge for telegrams between the United Kingdom, India, and Australia, and that the Imperial Government be requested to join with the Colonies in a temporary subsidy, not exceeding £25,000 per annum, for the purpose of securing that object.

(2.) "That the Governments of South Australia and Victoria be requested to take the necessary steps to give effect to the foregoing resolution."

Mr. Vogel proposed the following amendment at the end of the first resolution, which, on being put from the Chair, was negatived on the following division:—"Provided that, in addition, a free message of fifty words per diem from London to Australia be furnished."

Ayes.
Mr. Francis,
Mr. Vogel,
Mr. Reynolds.

Noes.
Mr. Langton,
Sir Henry Ayers,
Mr. Palmer,
Mr. Thompson,
Mr. Barlee,
Mr. Samuel.

The original resolutions were then put and carried.

The Conference adjourned at half-past 3 o'clock, until Monday, 10th February, at a quarter to 12 o'clock.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Monday, 10th February, 1873.

Present :

<i>New South Wales :</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia :</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand :</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.	<i>Tasmania :</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Queensland :</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria :</i>	The Hon. J. G. Francis. The Hon. E. Langton.
<i>Western Australia :</i> The Hon. F. P. Barlee.			

The Conference having met at a quarter to 12 o'clock, the minutes of the proceedings of the 7th instant were read and confirmed.

Mr. Vogel then laid before the Conference the answers to Mr. Samuel's questions of the 7th instant, on the subject of the time occupied by Mr. Webb's line of steamers between New Zealand and San Francisco, and *vice versa*, which the Conference ordered to be printed.

Question 1 : The number of days occupied by Mr. Webb's steamers between California and New Zealand, in both directions, on the last six voyages?—The "Dakota" came through from San Francisco to Auckland in twenty-five days one hour, including twenty-four hours' stoppage at Honolulu. I am not able, without reference to New Zealand, to give the times of the other steamers; but if a return as to them were furnished it would be of little good, as none of them (excepting the "Dakota") ran through either from or to San Francisco, and consequently did not run in accordance with the contract. The "Nebraska," now due, will have run through from San Francisco. For the two voyages after hers, connection will have to be made at Honolulu; and subsequently, each boat will make the through voyage each way. On each of the six voyages, except that of the "Dakota," a very inferior vessel was used between Honolulu and San Francisco, and consequently those voyages were most unsatisfactorily performed.

Question 2 : The number of days which the steamer now expected was overdue when the "Hero" left Auckland?—According to a telegram received from New York, the "Nebraska" sailed from San Francisco on the 9th January, having waited eight days for the mails, which were delayed upon the Atlantic and during the trans-continental route. She would therefore be due in Auckland on the 3rd February; the "Hero" left Auckland on Wednesday, the 29th January, and consequently some days before the "Nebraska" was due, though two days later than the date on which she would have been due had she not waited eight days at San Francisco for the detained mails.

Mr. Barlee laid before the Conference papers on the subject of Sericulture, forwarded to him by Sir George Verdon, who requested, at the instance of Mrs. Neill, that they should be laid before the Conference. The papers were subsequently distributed among the members.

The further consideration of Mr. Palmer's resolutions on the subject of telegraphic communication with Europe by Singapore and Norman Mouth was then resumed, and, after some discussion, Mr. Palmer withdrew the same, on the ground that the three Colonies of New South Wales, New Zealand, and Queensland had come to an agreement which rendered the resolutions unnecessary.

Mr. Barlee withdrew the notice of motion given by him on the 3rd instant, on the subject of the construction of a second cable, either from Galle to Western Australia, *via* the Cocos or Keeling Islands, or from Java to Western Australia.

Mr. Palmer then moved the following notice of motion, on the subject of Intercolonial Telegraph Messages:—"That the Circular Letter of the Colonial Secretary of Queensland, annexed hereto, on the subject of Intercolonial Telegraph Messages, be taken into consideration."

(*For Circular, see p. 20.*)

When much discussion ensued; and the Conference adjourned from twenty minutes past 1 to a quarter past 2 o'clock.

On resuming, Mr. Samuel proposed, and Sir Henry Ayers seconded, the following resolution, which was unanimously agreed to, viz.:—"That on and after the 1st day of October next the charge for telegraphic messages within each of the Australasian Colonies shall be at the uniform rate of 1s. for ten words, exclusive of address and signature, and 1d. for every additional word. Press messages not to exceed half rates. These charges not to include messages upon the lines from Port Augusta to Port Darwin, Bowen to Norman Mouth, and between Tasmania and Victoria."

Mr. Vogel proposed, and Mr. Francis seconded, the following resolution, which, on being put from the Chair, was carried unanimously, viz.:—"That in accordance with the practice now partly adopted, but not laid down by regulation, messages for New Zealand be received at all the telegraph stations in the Australian Colonies, and that the proper charge be made for transmission to the port or place from which the telegrams are to be posted to New Zealand—that they be posted to the Telegraph Operator at the first station that the steamer touches at in New Zealand. Similarly, that telegrams posted in New Zealand to the Telegraph Operator at any port in Australia, shall be forwarded to their destination. The telegraph charges in Australia to be collected on delivery. That a similar practice be adopted in respect to telegrams between Western Australia and the other Australasian Colonies. That the representatives of the several Colonies agree to endeavour to give effect to this resolution."

Sir Henry Ayers then moved as follows:—"That as those descriptions of Australian wines best capable of sustaining a voyage to Great Britain contain more than 26 per cent. of proof spirit, this Conference move the Imperial Government to admit such wines at the uniform duty of 1s. per gallon; or, should a limit of the strength be considered necessary, then that all Australian wines containing less than 35 per cent. of proof spirit be admitted at a duty of 1s. per gallon."

Which, after some discussion, he proposed to amend as follows,—and the same having been seconded by Mr. Samuel, was carried unanimously:—"That as those descriptions of Australian wines best capable of sustaining a voyage to the United Kingdom contain more than 26 per cent. of proof

spirit, which is above the maximum strength of wine admitted into the United Kingdom at 1s. per gallon under the French Treaty, this Conference move the Imperial Government to extend the limit of strength of such wines to 35 per cent., and admit the same at a duty of 1s. per gallon."

Mr. Palmer moved the following resolutions:—

"That the present state of the law in regard to the extradition of criminals escaping from one Colony into another is defective.

"That in lieu of the present system, an Act should be passed in each Colony, enabling a criminal warrant duly issued in one Colony to be executed in another, on the indorsement of a Judge or Magistrate.

"That such Act should provide (with such safeguards as may be deemed necessary) that the contents of any such warrant issued in one Colony may be transmitted by telegraph to another Colony, and that a certified transcript of the message shall have the same effect as an original warrant; and

"That the Act referred to should, as nearly as possible, be alike in each Colony."

When, after discussion, he proposed, and Mr. Francis seconded, the following amended resolution, which was carried unanimously, viz.:—"That the present state of the law in regard to the extradition of criminals escaping from one Colony to another is defective. That the Government of Queensland be requested to prepare a Bill on the subject, which the representatives of the several Colonies undertake—provided it is approved by their respective Law Officers—to endeavour to pass into law."

Sir Henry Ayers then moved the following resolution:—"That the Governments of the Australian Colonies recommend to their respective Legislatures the passing of a uniform law relating to the remedies to be had against absconding debtors, including the issuing of execution in any Colony upon registration of the judgment from any Court of the Colony in which the cause of action arose."

Which having been fully discussed, the Conference unanimously agreed to, as amended, viz.:—"That the present state of the law in regard to remedies to be had against absconding debtors is defective. That the Government of South Australia be requested to prepare a Bill to remedy the defects, and, subject to the approval of their respective Law Officers, the members of this Conference will endeavour to procure the passing of a similar Bill in their respective Legislatures."

The draft memorial relating to Intercolonial Commercial Reciprocity was then considered, and certain amendments proposed therein by Mr. Innes, ordered to be printed; when the Conference resolved to adjourn until next day, the said draft memorial and amendments to be then further considered.

The Conference adjourned accordingly, at half-past 4 o'clock, until next day, at half-past 10.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, 11th February, 1873.

Present:—

<i>New South Wales:</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>Tasmania:</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>New Zealand:</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.	<i>Victoria:</i>	The Hon. J. G. Francis. The Hon. E. Langton.
<i>Queensland:</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>South Australia:</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.

Western Australia: The Hon. F. P. Barlee.

The Conference having met at half-past 10 o'clock, the minutes of the proceedings of the 10th instant were read and confirmed.

Mr. Innes then gave notice of the following motion:—"That it is desirable that a Common Tariff or Customs Union be established between the Australian Colonies; and the delegates present pledge themselves to use their influence with their respective Governments to promote that object, provided this resolution receives the concurrence of a sufficient number of members to afford a reasonable hope that the object in view may be accomplished."

Mr. Parkes gave notice of the following motion:—"That in the event of the establishment of a Californian Mail Service including New Zealand, which shall secure the regular delivery of mails between a port in Australia and a port in England within forty-five days, this Conference is of opinion that each of the Australasian Colonies ought to contribute to the subsidy in rateable proportion to the amount of its mail matter carried by such service."

The consideration of the draft of the proposed memorial to the Right Honorable the Secretary of State for the Colonies, on the subject of Intercolonial Commercial Reciprocity, laid before the Conference on the 6th instant, was then resumed, and the first paragraph, as amended, approved.

Mr. Barlee proposed, and Mr. Francis seconded, the following motion:—"That all the words after the first paragraph be omitted."

Whereupon Mr. Vogel proposed the following new paragraph, which having been seconded by Mr. Reynolds, was after discussion agreed to, viz.:—"The Conference express their earnest hope that Her Majesty's Government will introduce, at as early a date as possible, the necessary measure of legislation to give effect to the wishes of the Conference."

The amended memorial was then finally adopted as follows:—

"The Representatives of the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Western Australia, assembled in Conference in Sydney, have carefully considered the correspondence which has taken place between the Right Honorable the Secretary of State for the Colonies and their several Governments upon the subject of intercolonial commercial reciprocity. The Conference, having given respectful attention to the arguments used by the Secretary of State, still consider it their duty to urge upon the Imperial Government the removal of the restrictions which preclude two or more Colonies of the Australasian group from entering into

arrangements for the admission of articles the growth, produce, or manufacture of any part of Australia or New Zealand, upon terms to which they may mutually agree.

The Conference express their earnest hope that Her Majesty's Government will introduce, at as early a date as possible, the necessary measure of legislation, to give effect to the wishes of the Conference."

Mr. Wilson moved, and Mr. Innes seconded, the following resolution:—"That the Chairman be requested to move His Excellency Governor Sir Hercules Robinson to transmit a telegraphic message to Lord Kimberley, embodying the unanimous decision of the Conference in reference to Intercolonial commercial reciprocity, with the object that no delay may take place in the introduction of Imperial legislation, to give effect to the wishes of the Conference;" which having been put by the Chairman, was unanimously agreed to.

Mr. Reynolds proposed the following resolution, which was seconded by Sir Henry Ayers, and unanimously agreed to:—"That the cost of all telegrams authorized by the Conference be defrayed by contributions from the several Colonies, on the basis of population."

The Conference adjourned shortly after 1 o'clock until 2.

On resuming, Mr. Wilson moved the following motion:—"That this Conference take into consideration, on Monday next, the advisability of memorializing the Home Government on the subject of assuming the protectorate and colonization of the Fiji Islands."

When, after some discussion, he proposed, and Mr. Langton seconded, the following resolution, viz.:—"That, in the opinion of the Conference, the condition of affairs in the Fiji Islands urgently demands, in the interest of the Australasian Colonies, as well as of the rest of the Empire, grave consideration on the part of Her Majesty's Government;" which was unanimously agreed to.

The Committee appointed to consider the subject of correspondence addressed to the Conference, drew attention to a memorial forwarded by Mr. Samuel Bennett, newspaper proprietor and publisher, Sydney, relating to delay, disappointment, and exorbitant charges in obtaining cable messages from England; when it was resolved that the Secretary be requested to inform Mr. Bennett that the complaints contained in his communication to the Conference were not of a nature that could be investigated by the Conference.

Mr. Francis then gave notice of the following motion:—"That as it is expedient there should be uniform legislation throughout Australasia in regard to Patents, the Law Officers of the Colony of Victoria be requested to prepare a bill on the subject, which the representatives of the several Colonies undertake—provided it is approved by their respective Law Officers—to endeavour to pass into law."

Mr. Palmer gave notice of the following motion:—"That it having been represented to the Conference that the settlement of Somerset has been founded in the interests of humanity for the relief of distressed seamen, and that the sole cost of its maintenance, with the exception of £2,000 contributed by the Imperial Government, has hitherto fallen upon Queensland,—they are of opinion that the several Colonies of the Australian group should contribute to the support of the settlement, in proportion to the tonnage of ships clearing from each Colony for ports to which the usual route is through Torres Straits."

Mr. Samuel proposed the motion given by him on Thursday last, as follows,—when, after discussion, he proposed, and Mr. Palmer seconded, the following resolution, which was unanimously agreed to:—"That the importation of cattle, sheep, and pigs into New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Western Australia be prohibited for a period of two years from all places beyond the Australasian Colonies, such prohibition to commence from and after the publication of a notice in the *London Times*; and the Representatives of the various Colonies engage to introduce into their several Legislatures such measures as may be necessary to carry out this object."

Sir Henry Ayers then brought up a memorial to the Right Hon. the Secretary of State for the Colonies, on the subject of the duty charged on the admission of Colonial wines into the United Kingdom, which, having been put from the chair paragraph by paragraph, and amended in certain particulars, was unanimously agreed to:—

"To the Right Honorable the Secretary of State for the Colonies,—

"The Representatives of the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Western Australia, respectfully request the Imperial Government to take into consideration the great disadvantage under which the vine-growers of Australia labour with respect to the duty charged on the admission of their wines into the United Kingdom.

"The natural alcoholic strength of Australian wines is generally in excess of 26 per cent. of proof spirit, on which the duty of 2s. 6d. is payable, a rate which is almost prohibitory of the import of wine from Australia into the United Kingdom.

"A large proportion of the wines of France and Germany seldom reach the standard of 26 per cent. of proof spirit, and are therefore admitted at the lowest duty of 1s. per gallon.

"Large quantities of wine are being produced in the Australasian Colonies, greatly in excess of the consumption of their inhabitants, and a very considerable export could be made to the United Kingdom if the standard of strength at which the higher duty of 2s. 6d. is charged was increased from 26 to 35 per cent. of proof spirit.

"The Representatives of the Colonies in Conference therefore trust that the Secretary of State will take the necessary steps to extend the limit of the standard of strength to 35 per cent. accordingly, and thus allow such wines to be admitted at the duty of 1s. per gallon, and afford encouragement to a most important industry, in which so many colonists are engaged."

Mr. Francis then moved, and Sir Henry Ayers seconded, the following resolution, which was unanimously agreed to, viz.:—"That information having reached the Conference that a new treaty with France is under negotiation, it is desirable a communication be transmitted by telegraph to the Secretary of State for the Colonies, containing the substance of the preceding address."

Messrs. Langton and Vogel then brought up an address to the Right Honorable the Secretary of State for the Colonies on the subject of the acquisition or construction of through lines of telegraphic

communication between Great Britain, India, and Australasia; which having been put from the chair paragraph by paragraph, and amended in certain particulars, was unanimously agreed to as follows:—

“The Representatives of the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Western Australia, in Conference assembled, in forwarding to the Right Honorable the Secretary of State for the Colonies the resolution attached (which passed the Conference unanimously), desire to impress upon his Lordship their sense of its urgency and importance.

“The Governments of all the Australasian Colonies have taken charge of the lines of telegraphic communication in their respective Colonies. Experience has shown that this course has enabled far greater facilities to be offered to those using the telegraph, and at lower rates, than if the lines had been permitted to pass into private hands, or into the hands of public companies. Her Majesty’s Government have recently acquired the land lines within the United Kingdom; and the Conference believe, from the information they possess, that the change has been attended with success.

“They are of opinion that the arguments which may be used in favour of Governments taking charge of the land lines within their territories, apply with more force to their taking charge of the means of communication between the separate parts of the same Empire.

“The national objects served are too obvious to need comment. It is submitted that they are sufficiently strong to be worthy of consideration, even supposing the communication would have to be maintained at some pecuniary cost.

“But the proposal made by the Conference will in all probability not involve a loss. On the contrary, it may equally be urged on the ground of economy as on that of good government. Her Majesty’s subjects in the United Kingdom, India, and Australasia have now to use the lines in the hands of Joint Stock Companies, who look for rates to yield their shareholders from ten to fifteen per cent. If the Governments acquired the lines, they could obtain money at about four per cent.; besides that, by the use of Her Majesty’s ships the lines could be maintained at less than the present cost of maintenance. The Governments would therefore be able to offer the use of the telegraph at lower rates than Joint Stock Companies are inclined to do. When it is considered how materially telegraphic communication promotes the prosperity of the countries enjoying it, it may without exaggeration be asserted that the proposal made by the Conference is one in the interest of a large portion of Her Majesty’s subjects.

“The Conference would prefer that Her Majesty’s Government should elaborate the details; and they merely throw out as a suggestion, that the Imperial Government, in conjunction with the Governments of India and the Australasian Colonies, should jointly acquire or construct a through line between the United Kingdom, Australia, and New Zealand, and by way of Her Majesty’s Indian Possessions.”

Sir Henry Ayers then moved,—“That as inconvenience is caused through letters to the various Australian Colonies posted for despatch by sea or overland, intercolonially, being charged at different rates of postage, one uniform rate be adopted of threepence for all letters, whether despatched overland or by ship; also, that the several Australian Colonies adopt one uniform rate on parcels and book packets, whether for despatch by sea or overland, intercolonially, viz. :—

				s.	d.
Not exceeding 1 oz.	...	...	...	0	1
1 oz. but not exceeding 2 oz.	...	...	...	0	2
2 oz.	“	$\frac{1}{4}$ lb.	...	0	4
$\frac{1}{4}$ lb.	“	$\frac{1}{2}$ lb.	...	0	8
$\frac{1}{2}$ lb.	“	$\frac{3}{4}$ lb.	...	1	0
$\frac{3}{4}$ lb.	“	1 lb.	...	1	4

and so on, increasing 4d. for each $\frac{1}{4}$ lb. or fraction of $\frac{1}{4}$ lb.”

After discussion, the motion was amended as follows, and agreed to:—“That as inconvenience is caused through letters to the various Australian Colonies posted for despatch by sea or overland, intercolonially, being charged at different rates of postage, this Conference are of opinion that one uniform rate should be adopted of twopence for all letters, whether despatched overland or by ship; also, that the several Australian Colonies adopt one uniform rate on parcels and book packets, whether for despatch by sea or overland, intercolonially, to come into operation on 1st January, 1874, viz. :—

				s.	d.
Not exceeding 1 oz.	...	...	...	0	1
1 oz. but not exceeding 2 oz.	...	...	...	0	2
2 oz.	“	$\frac{1}{4}$ lb.	...	0	4
$\frac{1}{4}$ lb.	“	$\frac{1}{2}$ lb.	...	0	8
$\frac{1}{2}$ lb.	“	$\frac{3}{4}$ lb.	...	1	0
$\frac{3}{4}$ lb.	“	1 lb.	...	1	4

and so on, increasing 4d. for each $\frac{1}{4}$ lb. or fraction of $\frac{1}{4}$ lb.”

The Representatives of Tasmania and Western Australia did not vote.

The Representatives of New Zealand also did not vote.

At the same time, they desired it to be recorded that they will recommend the adoption of the resolutions to their Governments.

Mr. Samuel then proposed the following resolution, which was seconded by Mr. Langton, and agreed to:—“That whereas letters which are too late for post are frequently handed to the captains and the passengers of vessels trading between the Australasian Colonies to post at their port of destination, which letters, although they bear the required amount of postage stamps, are subjected to the payment of further postage in the Colony to which they are addressed,—the Conference are of opinion that the captains of vessels should be permitted to have a box or bag for the reception of letters after the post shall have closed, and such letters, provided they bear the proper amount of postage stamps of the Colony in which they originate, including the late fee, shall be received at the Post Offices of the

several Colonies, and delivered to the persons to whom they may be addressed without any additional charge. Stamps to be defaced in the Post Office of the Colony to which they are forwarded. To come into operation after 31st March next."

The Conference then directed that the two addresses to the Secretary of State should be engrossed.

The Conference adjourned at half-past 4 o'clock, until the next day at 11 o'clock.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Wednesday, 12th February, 1873.

Present :—

<i>New South Wales :</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia :</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand :</i>	The Hon. Julius Vogel. The Hon. W. H. Reynolds.	<i>Tasmania :</i>	The Hon. F. M. Innes. The Hon. J. M. Wilson.
<i>Queensland :</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria :</i>	The Hon. J. G. Francis. The Hon. E. Langton.

Western Australia : The Hon. F. P. Barlee.

The Conference having met at 11 o'clock, the minutes of the proceedings of yesterday were read and confirmed.

The Committee appointed to consider the desirability of constituting a General Board to supervise the lighting of the Australasian coasts, brought up their report, which, after being considered by the Conference, was unanimously adopted, on the motion of Mr. Samuel, as follows:—"The Committee appointed to consider the desirability of constituting a General Board to supervise the lighting of the Australasian coasts, report that in their opinion the time has scarcely arrived for the creation of an independent Board with executive functions, but that it is desirable a meeting should be convened, consisting of the principal officers of the Marine Departments of the several Colonies; that the duties of such officers shall be to report to the Australasian Governments upon the state of the coast lights, their management with regard to economy and efficiency, also where, in their judgment, new lights are required, and further to indicate the proportion in which the several Colonies should contribute to the maintenance of those lights which may be considered highway lights, in distinction from those that are merely local. The Committee recommend that as soon as the Governments interested have appointed their respective officers, their names be forwarded to the Government of New South Wales, whose officer shall be authorized to convene the projected meeting."

Mr. Francis gave notice that he would move, on the next day of meeting:—"That as it is very essential a first-class lighthouse should be established at Cape Bridgewater, on the south-west coast of Victoria, adjoining the Colony of South Australia, it is desirable the same should be erected, at the joint cost of Victoria and South Australia, and be afterwards maintained by contributions from the various Australasian Colonies, based on the amount of tonnage of each Colony using the said light."

Mr. Parkes moved the following resolution:—"That in the event of the establishment of a Californian Mail Service, including New Zealand, which shall secure the regular delivery of mails between a port in Australia and a port in England within forty-five days, this Conference is of opinion that each of the Australasian Colonies ought to contribute to the subsidy in rateable proportion to the amount of its mail matter carried by such service."

After discussion, it was moved by Mr. Langton, and seconded by Mr. Vogel:—"That in the opinion of the Conference it is not desirable to reopen the Postal question."

The Chairman then put the following motion:—"That the words proposed to be omitted stand part of the question;" when it was negatived on the following division:—

<i>Ayes.</i>		<i>Noes.</i>
Mr. Palmer,		Mr. Francis,
Mr. Thompson,		Mr. Langton,
Mr. Samuel,		Mr. Vogel,
Mr. Parkes.		Mr. Reynolds,
		Mr. Barrow.

Sir Henry Ayers, Mr. Innes, Mr. Wilson, Mr. Barlee, declined to vote.

The amendment was then put and carried.

Mr. Barrow moved,—"That is desirable to terminate, as soon as possible, the present system of the collection of Customs Duties on the River Murray, and to substitute the payment of lump sums in lieu of duties, the amounts to be arranged by the Colonies concerned on an equitable basis." Seconded by Mr. Langton, and carried *nem. con.*

Mr. Innes then moved,—"That it is desirable that a Common Tariff or Customs Union be established between the Australian Colonies; and the delegates present pledge themselves to use their influence with their respective Governments to promote that object, provided this resolution receives the concurrence of a sufficient number of members to afford a reasonable hope that the object in view may be accomplished." Seconded by Mr. Wilson.

When, after discussion, in which Mr. Samuel proposed the words "based upon the principles of free trade" after the word "Tariff," in the first line, the following amended resolution was proposed:—" (1.) That it is desirable that a Common Tariff, based upon the principles of free trade, and a Customs Union, be established between the Australian Colonies; and the delegates present pledge themselves to use their influence with their respective Governments to promote these objects, provided this resolution receives the concurrence of a sufficient number of members to afford a reasonable hope

that the objects in view may be accomplished. (2.) That the policy of free trade, as contemplated by this resolution, limits the imposition of taxes to revenue purposes only."

Mr. Francis moved the previous question.

The Chairman then put the following motion:—"That the question be now put," which was carried in the affirmative, on the following division:—

<i>Ayes.</i>	<i>Noes.</i>
Mr. Innes,	Mr. Francis,
Mr. Wilson,	Mr. Langton,
Sir Henry Ayers,	Mr. Vogel,
Mr. Barrow,	Mr. Reynolds,
Mr. Barlee,	Mr. Thompson,
Mr. Samuel,	Mr. Palmer.
Mr. Parkes.	

The resolution, as amended, was put and carried, the division being the same as before.

Mr. Francis proposed, and Sir Henry Ayers seconded, the following resolution, which was unanimously agreed to:—"That a Sub-Committee be appointed to consider and report upon the expediency of adopting a uniform system of Excise Duties throughout Australasia; such Committee to consist of Messrs. Samuel, Langton, Vogel, and Barrow."

Mr. Francis proposed the following motion, which was carried unanimously:—"That as it is expedient there should be uniform legislation throughout Australasia in regard to Patents, the Law Officers of the Colony of Victoria be requested to prepare a Bill on the subject, which the representatives of the several Colonies undertake—provided it is approved by their respective Law Officers—to endeavour to pass into law."

Mr. Palmer moved,—"That it having been represented to the Conference that the settlement of Somerset has been founded in the interests of humanity for the relief of distressed seamen, and that the sole cost of its maintenance, with the exception of £2,000 contributed by the Imperial Government, has for many years fallen upon Queensland,—they are of opinion that the several Colonies of the Australian group should contribute to the support of the settlement in proportion to the tonnage of ships clearing from each Colony for ports to which the usual route is through Torres Straits." Which after having been amended to read as follows, was, on the motion of Mr. Palmer, seconded by Mr. Wilson, unanimously agreed to:—

"That it having been represented to the Conference that the settlement of Somerset has been founded in the interests of humanity for the relief of distressed seamen, and that the sole cost of its maintenance, with the exception of £2,000 contributed by the Imperial Government, has for many years fallen upon Queensland,—they are of opinion that the several Colonies of the Australasian group should contribute to the support of the settlement in proportion to the tonnage of ships clearing from each Colony for ports to which the route is through Torres Straits, and that such representations should be made to the Imperial Government as may induce them to continue the subsidy which they have paid for the last two years."

Mr. Palmer proposed, and Mr. Thompson seconded, the following resolution:—"That the Chairman be requested to transmit a copy of this resolution to the Secretary of State for the Colonies, through His Excellency the Governor."—Carried unanimously.

The Conference then appointed a Committee, consisting of Messrs. Parkes, Langton, and Barrow, to draw up the report of the business brought before the Conference.

The Conference adjourned at half-past 4 o'clock, until Friday, at 9 o'clock.

HENRY PARKES,
Chairman.

At the Treasury, Sydney, Friday, 14th February, 1873.

Present:—

<i>New South Wales:</i>	The Hon. Henry Parkes. The Hon. Saul Samuel.	<i>South Australia:</i>	The Hon. Sir Henry Ayers. The Hon. J. H. Barrow.
<i>New Zealand:</i>	The Hon. Julius Vogel.	<i>Tasmania:</i>	The Hon. F. M. Innes.
	The Hon. W. H. Reynolds.		The Hon. J. M. Wilson.
<i>Queensland:</i>	The Hon. A. H. Palmer. The Hon. J. M. Thompson.	<i>Victoria:</i>	The Hon. J. G. Francis. The Hon. E. Langton.
	<i>Western Australia:</i> The Hon. F. P. Barlee.		

The Conference having met at half-past 9 o'clock, the minutes of the proceedings of the 12th instant were read and confirmed.

Mr. Parkes (the Chairman) informed the conference that His Excellency Sir Hercules Robinson had duly forwarded to the Right Hon. the Secretary of State for the Colonies the telegram on the subject of Intercolonial commercial reciprocity, forwarded to him for that purpose on the 11th instant.

Mr. Palmer proposed, and Mr. Reynolds seconded, the following resolution, which was agreed to:—

"That the minutes being silent as to the votes given on Mr. Langton's motion, No. 5, of the proceedings of the 7th instant, the motion be now put with a view to supply the deficiency."

And the same having been put, resulted in the following division:—

5—A. 3.

Ayes.
Mr. Francis,
Mr. Langton,
Sir Henry Ayers,
Mr. Barrow,
Mr. Wilson,
Mr. Barlee.

Noes.
Mr. Vogel,
Mr. Reynolds,
Mr. Palmer,
Mr. Thompson,
Mr. Samuel,
Mr. Parkes.

Mr. Innes did not vote.

The numbers being equal, and the Chairman not having a casting vote, no decision was arrived at. Mr. Francis moved:—"That, as it is very essential a first-class lighthouse should be established at Cape Bridgewater, on the south-west coast of Victoria, adjoining the Colony of South Australia, it is desirable the same should be erected, at the joint cost of Victoria and South Australia, and be afterwards maintained by contributions from the various Australasian Colonies, based on the amount of tonnage of each Colony using the said light."

When, after discussion, Mr. Barrow proposed, and Sir Henry Ayers seconded, the following amended resolution, which was carried unanimously:—"That, as it is very essential a first-class lighthouse should be established at Cape Bridgewater, on the south-west coast of Victoria, adjoining the Colony of South Australia, this Conference determine to refer this question to the immediate consideration of the Committee to be appointed on the subject of lighthouses, the Victorian delegates having expressed their willingness to pay half the cost of the erection, and to contribute to its maintenance in proportion to the tonnage of Victorian shipping using the light."

Mr. Vogel proposed the following Resolution, but did not press the same, in consequence of the Chairman (Mr. Parkes) considering that it was not fair to New South Wales:—"That immediately before the report of the Conference is signed, the resolutions which have been carried on postal services be telegraphed to the Secretary of State for the Colonies, with a statement showing what Colonies have voted for and against each resolution, and a request that his Lordship will communicate the resolutions to the Agents-General of the several Australasian Colonies. The telegram also to state that the Hon. Mr. Parkes desired the Secretary of State to know that the representatives of New South Wales handed in a protest against the change of terminus."

The Committee appointed to draw up the report of the proceedings of the Conference submitted the same, which having been read over paragraph by paragraph, and amended in certain particulars, was finally approved, and signed by the members of the Conference.

Mr. Francis proposed, and Mr. Vogel seconded, the following resolution:—"That the thanks of the Conference be given to the Chairman, Mr. Parkes, for the great services he has rendered in the arduous and important position he has occupied as Chairman of the Conference,"—which was unanimously carried.

Mr. Reynolds proposed, and Mr. Barlee seconded, the following resolution:—"That the Chairman be requested to convey the thanks of the Conference to A. C. Budge, Esq., Clerk of the Executive Council, for the efficient services rendered by him as Secretary."

The Conference then adjourned *sine die*.

HENRY PARKES,
Chairman.

RETURN of the specified and actual Days of Arrival and Departure of the Contract Steamers of the Peninsular and Oriental Steam Navigation Company during the year 1872, showing the Number of Days taken in the Passage from and to London, *via* Suez and Brindisi, and *via* Suez and Southampton.

[Laid before the Conference by Mr. SAMUEL.]

Arrived at Sydney.					Departures from Sydney.				
Name of Vessel.	Specified Date.	Actual Date.	Actual Number of Days.		Name of Vessel.	Specified Date.	Actual Date.	Actual Number of Days.	
			<i>Via</i> Brindisi.	<i>Via</i> Southampton				<i>Via</i> Brindisi.	<i>Via</i> Southampton
Bangalore...	21 Jan.	21 Jan. ...	51	57	Nubia	30 Jan.	30 Jan. ...	47	53
Baroda	18 Feb.	18 Feb. ...	51	57	Bangalore...	* ...	13 Feb. ...	47	56
Nubia	15 Mar.	17 Mar. ...	51	59	Baroda	27 Feb.	27 Feb. ...	47	55
Bangalore...	12 April	9 April...	46	54	Nubia	26 Mar.	26 Mar. ...	47	55
Baroda	10 May	7 May ...	46	54	Bangalore...	21 April	21 April...	50	59
Nubia	7 June	2 June ...	44	52	Baroda	19 May	19 May ...	51	57
Bangalore...	5 July	30 June ...	44	52	Nubia	16 June	16 June ...	49	59
Baroda	2 Aug.	29 July ...	45	53	Bangalore...	14 July	14 July ...	49	57
Tanjore.....	30 Aug.	27 Aug. ...	46	54	Baroda	11 Aug.	11 Aug. ...	49	59
Bangalore...	27 Sept.	23 Sept. ...	45	53	Tanjore.....	8 Sept.	8 Sept. ...	50	† ...
Baroda	25 Oct.	21 Oct. ...	45	53	Bangalore...	8 Oct.	8 Oct. ...	† ...	...
Behar	22 Nov.	25 Nov. ...	52	60	Baroda	5 Nov.	5 Nov. ...	† ...	...
Bangalore...	20 Dec.	18 Dec. ...	47	55	Behar	3 Dec.	3 Dec. ...	† ...	...
					Bangalore...	31 Dec.	31 Dec. ...	† ...	...

* An extra Mail.

† Receipt of Mail not yet acknowledged by London postal authorities.

RETURN showing the Dates of Arrival at and Departure from Sydney of the Steamers which during the Year 1871 conveyed Mails by way of New Zealand and California, and by way of Fiji and California, with the Number of Days occupied in the transit of the Mails to and from London.

Arrival at Sydney, <i>via</i> New Zealand and California.				Departure from Sydney, <i>via</i> New Zealand and California.			
Name of Vessel.	Date.	Number of Days occupied in transit of Mails from London.		Name of Vessel.	Date.	Number of Days occupied in transit of Mails to London.	
* Wonga Wonga ...	19 Jan.	56		* Wonga Wonga ...	31 Jan.	61	
* City of Melbourne ...	19 Feb.	57		* City of Melbourne ...	28 Feb.	62	
* Wonga Wonga ...	23 Mar.	61		* Wonga Wonga ...	1 April	59	
* City of Melbourne ...	21 April	57		† Nebraska ...	9 June	57	
† Nevada (per James Paterson, from New Zealand)	15 May	58		† Nebraska ...	29 Sept.	58	
* Wonga Wonga ...	23 May	No English Mail.		† Nevada ...	28 Oct.	59	
† Nebraska ...	6 June	52		† Nebraska ...	25 Nov.	68	
† Nevada (per Hero, from New Zealand)	15 July	72		† Nevada ...	23 Dec.	77	
† Nebraska (per James Paterson, from New Zealand)	5 Aug.	65					
* Nevada (per Lord Ashley, from New Zealand)	9 Sept.	72					
† Nebraska ...	18 Sept.	53					
† Nevada ...	19 Oct.	56					
† Nebraska ...	13 Nov.	53					
† Nevada ...	15 Dec.	57					
<i>Via</i> Fiji and California.				<i>Via</i> Fiji and California.			
City of Melbourne ...	24 July	No English Mail.		City of Melbourne ...	4 May	54	
Wonga Wonga ...	25 Aug.	"		Wonga Wonga ...	1 June	60	
City of Adelaide ...	7 Sept.	"		City of Adelaide ...	1 July	50	
City of Melbourne ...	19 Oct.	"		City of Melbourne ...	2 Aug.	55	
Wonga Wonga ...	13 Nov.	"		Wonga Wonga ...	31 Aug.	57	

* Under contract of California, New Zealand, and Australian Line of Mail Steam Packets.
† Steam Packets of the United States, New Zealand, and Australian Steamship Company.

RETURN showing the Number of Letters, &c., Despatched and Received by the Peninsular and Oriental Steam Navigation Company's Steamships between Galle and Sydney, and the Cost of Conveyance.

[Laid before the Conference by Mr. SAMUEL.]

Colonies.	Number of Letters Inwards and Outwards.*	Service to Point-de-Galle.	Service between Point-de-Galle and King George's Sound.	Service between King George's Sound and Melbourne.	Service between Melbourne and Sydney.	Moiety of Cost of Mail Boxes and Mail Bags.	Moiety of Expense of Naval Agents in charge of Mails.	Proportion of Cost of Special Packets between Dover and Calais.	Estimated Number of Newspapers Inwards and Outwards <i>via</i> Southampton.*	Egyptian Transit Rate on Newspapers <i>via</i> Southampton.	Totals.
1866.	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	£ s. d.	£ s. d.
Victoria ...	1,094,668	6,122 10 10	14,108 1 8	6,504 6 11	...	644 7 8	120 2 3	78 4 3	916,320	1,197 3 4	28,774 16 11
New South Wales ...	475,302	2,658 7 0	6,125 12 0	2,824 0 4	2,177 16 9	279 15 8	25 3 0	33 19 2	370,320	483 16 7	14,635 10 6
South Australia ...	251,423	1,406 3 10	3,240 5 4	...	...	147 19 11	27 11 9	17 19 3	197,520	258 0 11	5,098 1 0
New Zealand ...	768,843	4,244 4 5	9,779 18 0	4,508 18 1	3,477 1 2	446 13 10	83 5 3	54 4 5	689,040	900 4 4	23,494 9 6
Tasmania ...	82,176	459 12 8	1,059 2 7	488 7 6	...	48 7 6	9 0 4	5 17 5	109,680	143 5 11	2,213 13 11
Queensland ...	242,124	1,354 4 11	3,120 11 4	1,438 13 0	1,109 8 4	142 10 8	26 11 4	17 6 0	164,640	215 1 9	7,424 7 4
Western Australia ...	34,644	193 16 4	446 12 2	...	...	20 7 11	3 16 1	2 9 6	40,080	52 7 2	719 9 2
	2,939,180	16,439 0 0	37,880 3 1	15,764 5 10	6,764 6 3	1,730 3 2	322 10 0	210 0 0	2,487,600	3,250 0 0	82,360 8 4
1867.	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	£ s. d.	£ s. d.
Victoria ...	1,076,799	7,925 9 3	18,097 14 11	8,714 8 2	...	723 16 2	155 9 8	101 4 11	821,446	1,578 19 6	37,297 2 7
New South Wales ...	468,494	3,448 4 4	7,873 19 5	3,791 9 4	4,338 17 0	293 5 7	67 12 7	44 1 0	331,976	638 2 6	20,495 11 9
South Australia ...	267,711	1,970 8 3	4,409 8 3	...	...	164 10 2	38 13 2	25 3 5	177,068	340 7 2	7,038 10 5
New Zealand ...	64,598	401 17 0	917 12 6	441 17 1	175 17 7	40 0 11	7 17 8	5 2 8	78,438	150 15 6	2,141 0 11
Tasmania ...	79,421	584 11 1	1,334 16 6	642 14 11	...	89 2 9	11 9 6	7 9 4	98,324	188 19 11	2,859 4 0
Queensland ...	251,032	1,847 12 10	4,219 1 10	2,031 11 6	2,324 17 5	143 1 10	36 5 0	2 12 0	147,598	283 14 2	10,909 16 7
Western Australia ...	35,442	260 17 3	595 13 7	...	...	34 12 7	5 2 5	3 6 8	35,930	69 1 3	968 13 9
	2,233,497	16,439 0 0	37,538 7 0	15,622 1 0	6,839 12 0	1,488 10 0	322 10 0	210 0 0	1,690,780	3,250 0 0	81,710 0 0

* The number of letters and newspapers are those of the preceding year in each case; thus the number stated against the year 1866 is the number posted in the year 1865.

RETURN showing the Number of Letters, &c.—continued.

Colonies.	Number of Letters Inwards and Outwards.*	Service to Point-de-Galle.	Service between Point-de-Galle and King George's Sound.	Service between King George's Sound and Melbourne.	Service between Melbourne and Sydney.	Moiety of Cost of Mail Boxes and Mail Bags.	Moiety of Expense of Naval Agents in charge of Mails.	Proportion of Cost of Special Packets between Dover and Calais.	Estimated Number of Newspapers Inwards and Outwards via Southampton.*	Egyptian Transit Rate on Newspapers via Southampton.	Totals.
1868.	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	£ s. d.	£ s. d.
Victoria ...	965,193	11,743 17 5	19,109 2 2	9,246 13 5	...	430 1 9	154 2 6	52 11 5	1,644,543	1,409 5 5	42,145 14 1
New South Wales	390,355	4,749 10 7	7,728 6 9	3,739 13 0	4,083 4 11	173 18 9	62 6 7	21 5 2	589,013	504 14 11	21,063 0 2
South Australia...	246,727	3,002 0 0	4,884 14 10	...	...	109 18 10	39 7 9	13 8 9	392,440	338 5 11	8,385 16 1
New Zealand ...	102,545	1,247 15 0	2,030 4 3	982 7 11	1,072 13 2	45 13 10	16 7 5	5 11 8	619,057	530 9 10	5,931 3 1
Tasmania ...	75,410	917 12 0	1,492 19 8	722 8 10	...	33 12 1	12 0 9	4 2 1	176,060	150 17 5	3,333 12 10
Queensland ...	203,635	2,477 13 0	4,031 12 4	1,950 16 10	2,130 1 11	90 14 9	32 10 3	11 1 9	275,403	235 19 7	10,960 10 5
Western Australia	35,963	437 12 0	712 0 0	...	...	16 0 6	5 14 9	1 19 2	98,143	82 6 11	1,255 13 4
	2,019,828	24,576 0 0	39,989 0 0	16,642 0 0	7,286 0 0	900 0 0	322 10 0	110 0 0	3,792,659	3,250 0 0	93,075 10 0
1869.											
Victoria ...	964,624	13,194 11 10	21,113 14 9	10,224 13 11	...	338 15 7	168 1 10	78 3 8	1,624,694	1,437 14 7	46,555 16 2
New South Wales	313,937	4,294 3 11	6,871 9 5	3,327 12 4	4,186 2 8	110 5 3	54 14 3	25 8 10	620,500	549 0 5	19,418 17 1
South Australia...	224,695	3,073 10 10	4,918 2 10	...	...	78 18 3	39 3 2	18 4 4	369,153	326 14 7	8,454 14 0
New Zealand ...	64,445	881 10 6	1,410 11 5	683 1 4	859 6 7	22 12 7	11 4 7	5 4 4	501,129	443 9 11	4,317 1 3
Tasmania ...	72,438	980 17 1	1,585 10 5	787 2 6	...	25 8 9	12 12 5	5 17 4	222,616	196 17 10	3,564 6 4
Queensland ...	175,153	2,395 16 10	3,933 15 1	1,866 9 11	2,335 10 9	61 10 4	30 10 3	14 4 0	264,389	233 19 4	10,761 16 6
Western Australia	35,490	485 9 0	776 16 1	...	...	12 9 3	6 3 6	2 17 6	70,290	62 3 4	1,345 18 8
	1,860,782	25,316 0 0	40,510 0 0	16,859 0 0	7,381 0 0	650 0 0	322 10 0	150 0 0	3,672,771	3,250 0 0	94,438 10 0
1870.											
Victoria ...	990,164	10,144 17 7	16,233 11 6	7,542 10 2	...	120 4 5	129 4 8	50 1 10	1,871,923	1,308 15 6	35,529 5 8
New South Wales	414,446	4,246 5 1	6,794 14 10	3,157 0 3	2,655 15 4	50 6 5	54 1 10	20 19 4	702,447	491 2 2	17,470 5 3
South Australia...	221,936	2,273 17 8	3,638 12 2	...	...	26 18 11	28 19 4	11 4 7	404,791	283 0 10	6,262 13 6
New Zealand ...	559,046	5,727 14 11	9,165 7 9	4,258 9 10	3,682 7 3	67 17 6	72 19 4	28 5 7	1,098,465	768 0 2	23,671 2 4
Tasmania ...	71,206	729 7 1	1,167 1 10	542 8 2	...	8 12 10	9 5 10	3 12 0	219,508	153 9 4	2,613 17 1
Queensland ...	178,351	1,827 6 2	2,924 0 3	1,359 11 7	1,142 17 5	21 13 1	23 5 7	9 0 5	277,865	194 5 8	7,501 0 2
Western Australia	35,774	366 11 6	386 11 8	...	...	4 6 10	4 13 5	1 16 3	73,369	51 6 4	1,015 6 0
	2,470,923	25,316 0 0	40,510 0 0	16,859 0 0	7,381 0 0	300 0 0	322 10 0	125 0 0	4,648,368	3,250 0 0	94,063 10 0
1871.											
Victoria ...	1,012,860	13,798 11 2	19,627 1 11	9,242 2 1	...	96 18 0	156 5 0	...	1,035,721	1,494 7 0	44,415 5 2
New South Wales	404,240	5,508 0 8	7,834 12 8	3,688 15 0	3,905 5 9	38 13 7	62 7 6	...	730,578	594 8 6	21,632 3 8
South Australia...	208,610	2,842 6 1	4,042 18 0	...	...	19 19 2	32 3 9	...	387,498	315 5 0	7,252 12 0
New Zealand ...	183,585	2,500 10 11	3,555 15 7	1,675 15 8	1,773 13 1	17 11 2	28 6 4	...	432,950	352 6 0	9,904 18 9
Tasmania ...	70,678	962 12 6	1,369 4 9	644 0 3	...	6 15 3	10 18 0	...	248,027	201 16 6	3,195 7 3
Queensland ...	176,225	2,400 17 3	3,414 19 10	1,608 7 0	1,702 1 2	16 17 3	27 3 8	...	292,957	238 4 6	9,408 10 8
Western Australia	34,246	467 1 5	664 7 3	...	...	3 5 7	5 5 9	...	66,039	53 12 6	1,193 12 6
	2,090,446	28,480 0 0	40,510 0 0	16,859 0 0	7,381 0 0	200 10 0	322 0 0	...	3,993,770	3,250 0 0	97,002 10 0
1872.											
Victoria ...	982,600	14,700 10 5	20,629 0 2	9,866 9 6	...	77 8 6	36 2 8	...	1,519,222	1,616 4 6	47,125 15 9
New South Wales	394,630	5,907 0 9	8,369 12 4	3,965 1 3	4,696 16 1	31 2 3	14 10 4	...	618,054	657 9 6	23,631 12 6
South Australia...	197,880	2,960 9 11	4,194 13 11	...	...	15 11 10	7 5 6	...	321,488	341 18 0	7,519 19 2
New Zealand ...	45,160	675 10 11	957 3 5	453 8 9	536 0 8	3 11 2	1 13 2	...	90,139	95 17 6	2,723 5 7
Tasmania ...	70,340	1,052 6 9	1,491 0 10	707 0 7	...	5 10 10	2 11 9	...	188,216	200 4 0	3,458 14 9
Queensland ...	178,445	2,654 16 2	3,804 1 7	1,801 19 11	2,130 3 3	14 2 10	6 12 0	...	260,883	277 11 0	10,719 6 9
Western Australia	33,375	499 5 1	707 7 9	...	...	2 12 7	1 4 7	...	57,298	60 15 6	1,271 5 6
	1,903,630	28,480 0 0	40,353 0 0	16,794 0 0	7,353 0 0	150 0 0	70 0 0	...	3,055,300	3,250 0 0	96,460 0 0

* The number of letters and newspapers are those of the preceding year in each case; thus the number stated against the year 1866 is the number posted in the year 1865.

RETURN showing the Number of Letters, &c., Despatched and Received by the Steamships conveying Mails between Sydney and San Francisco, and the Cost of Conveyance.

[Laid before the Conference by Mr. SAMUEL.]

Year.	Route.	Despatched.						Received.						Cost of Conveyance.
		* Intercolonial.			† Foreign.			* Intercolonial.			† Foreign.			
		Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	
1871	Via California	4,802	167	4,004	25,844	364	17,310	7,259	340	5,375	12,506	516	9,748	New South Wales contributed at the rate of £10,000 per annum to a contract entered into by New Zealand with the Californian, New Zealand, and Australian Line of Mail Packets, between Sydney and San Francisco, via New Zealand, which contract terminated in April, 1871. New South Wales contributed at the rate of £15,000 to a line of packets between Sydney and San Francisco, via Fiji, established by H. H. Hall, Esq., which commenced in May, 1871, and terminated in November, 1871.

* The term "Intercolonial" applies to Australian and New Zealand correspondence.
† The term "Foreign" in this return applies to all correspondence other than that for the Australian Colonies and New Zealand.

RETURN of the Number of Letters, &c., Received from and Despatched to the East Indies, China, &c., by the Packets of the Peninsular and Oriental Steam Navigation Company.

[Laid before the Conference by Mr. SAMUEL.]

YEAR.	RECEIVED.		DESPATCHED.		TOTAL.	
	Letters.	Newspapers.	Letters.	Newspapers.	Letters.	Newspapers.
1872 ...	9,702	13,457	8,281	13,093	17,983	26,550

MEMORANDUM laid before the Conference by Mr. SAMUEL on the estimated Cost of the three Mail Services to Europe.

Estimated Cost of three Mail Lines from Europe.

1. Galle and Sydney, via King George's Sound, Glenelg, and Melbourne	£100,000
2. San Francisco and Melbourne, via Honolulu and Fiji, and including Service to New Zealand	60,000
3. Singapore, Batavia, and Sydney, via Brisbane and Queensland ports	25,000
	<u>£185,000</u>

Less estimated subsidies or contributions from—

The Imperial Government	... ..	£60,000
Honolulu	... ..	5,000
Fiji	... ..	3,000
		<u>68,000</u>
		<u>£117,000</u>

[Laid before the Conference by Mr. SAMUEL.]

No. 1.

DEPARTURE from London and Arrival at Sydney and Melbourne, Departure from London and Arrival at Sydney, alternating every fourteen days.

Via Brindisi.			Via California.		
46 days to Melbourne. 49 days to Sydney.			48 days to Sydney. 51 days to Melbourne.		
Leave.	Arrive.		Leave.	Arrive.	
London, Friday, 8.50 p.m.	Melbourne, Tuesday, 9 p.m.	Sydney, Friday, 3 p.m.	London, Friday, 8.50 p.m.	Sydney, Thursday.	Melbourne, Sunday.
24 Jan., 1873	11 Mar., 1873	14 Mar., 1873	7 Feb., 1873	27 Mar., 1873	30 Mar., 1873
21 Feb., "	8 April, "	11 April, "	7 Mar., "	24 April, "	27 April, "
21 Mar., "	6 May, "	9 May, "	4 April, "	22 May, "	25 May, "
18 April, "	3 June, "	6 June, "	2 May, "	19 June, "	22 June, "
16 May, "	1 July, "	4 July, "	30 May, "	17 July, "	20 July, "
13 June, "	29 July, "	1 Aug., "	27 June, "	14 Aug., "	17 Aug., "
11 July, "	26 Aug., "	29 Aug., "	25 July, "	11 Sept., "	14 Sept., "
8 Aug., "	23 Sept., "	26 Sept., "	22 Aug., "	9 Oct., "	12 Oct., "
5 Sept., "	21 Oct., "	24 Oct., "	19 Sept., "	6 Nov., "	9 Nov., "
3 Oct., "	18 Nov., "	21 Nov., "	17 Oct., "	4 Dec., "	7 Dec., "
31 Oct., "	16 Dec., "	19 Dec., "	14 Nov., "	1 Jan., 1874	4 Jan., 1874
28 Nov., "	13 Jan., 1874	16 Jan., 1874	12 Dec., "	29 Jan., "	1 Feb., "
26 Dec., "	16 Feb., "	18 Feb., "	9 Jan., 1874	27 Feb., "	1 Mar., "

No. 2.

DEPARTURE from Sydney and Melbourne and Arrival at London, Departure from Sydney and Arrival at London, alternating every fourteen days.

Via Brindisi.			Via California.		
48 days from Sydney and 45 days from Melbourne 7 times in the year, and 50 days from Sydney and 47 days from Melbourne for remaining 6 times.			48 days from Sydney. 51 days from Melbourne.		
Leave.		Arrive.	Leave.	Arrive.	
Sydney, Tuesday, 11 a.m.	Melbourne, Friday, 2 p.m.	London, Monday, 2 a.m.	Melbourne, Saturday.	Sydney, Tuesday.	London, Monday.
28 Jan., 1873	31 Jan., 1873	17 Mar., 1873	8 Feb., 1873	11 Feb., 1873	31 Mar., 1873
25 Feb., "	28 Feb., "	14 April, "	5 April, "	11 Mar., "	28 April, "
25 Mar., "	28 Mar., "	12 May, "	3 May, "	8 April, "	26 May, "
20 April, "	23 April, "	9 June, "	31 May, "	6 May, "	23 June, "
Sun. 18 May, "	Wed. 21 May, "	7 July, "	8 Mar., "	3 June, "	21 July, "
15 June, "	18 June, "	4 Aug., "	28 June, "	1 July, "	18 Aug., "
13 July, "	16 July, "	1 Sept., "	26 July, "	29 July, "	15 Sept., "
10 Aug., "	13 Aug., "	29 Sept., "	23 Aug., "	26 Aug., "	13 Oct., "
7 Sept., "	10 Sept., "	27 Oct., "	20 Sept., "	23 Sept., "	10 Nov., "
Tues. 7 Oct., "	Fri. 10 Oct., "	24 Nov., "	18 Oct., "	21 Oct., "	8 Dec., "
4 Nov., "	7 Nov., "	22 Dec., "	15 Nov., "	18 Nov., "	5 Jan., 1874
2 Dec., "	5 Dec., "	19 Jan., 1874	13 Dec., "	16 Dec., "	2 Feb., "
30 Dec., "	2 Jan., 1874	16 Feb., "	10 Jan., 1874	13 Jan., 1874	2 Mar., "

No. 3.

DEPARTURE from Sydney and Melbourne and Arrival at London, Departure from Melbourne, alternating every fourteen days.

Via Brindisi.			Via California.		
48 days from Sydney and 45 days from Melbourne 7 times in the year, and 50 days from Sydney and 47 days from Melbourne for remaining 6 times.			48 days from Sydney. 51 days from Melbourne.		
Leave.		Arrive.	Leave.		Arrive.
Sydney, Tuesday, 11 a.m.	Melbourne, Friday, 2 p.m.	London, Monday, 2 a.m.	Melbourne, Friday, 2 p.m.	Sydney, Monday.	London, Sunday.
28 Jan., 1873	31 Jan., 1873	17 Mar., 1873	14 Feb., 1873	17 Feb., 1873	6 April, 1873
25 Feb., "	28 Feb., "	14 April, "	14 Mar., "	17 Mar., "	4 May, "
25 Mar., "	28 Mar., "	12 May, "	11 April, "	14 April, "	1 June, "
Sun. 20 April, "	Wed. 23 April, "	9 June, "	9 May, "	12 May, "	29 June, "
18 May, "	21 May, "	7 July, "	6 June, "	9 June, "	27 July, "
15 June, "	18 June, "	4 Aug., "	4 July, "	7 July, "	24 Aug., "
13 July, "	16 July, "	1 Sept., "	1 Aug., "	4 Aug., "	21 Sept., "
10 Aug., "	13 Aug., "	29 Sept., "	29 Aug., "	1 Sept., "	19 Oct., "
7 Sept., "	10 Sept., "	27 Oct., "	26 Sept., "	29 Sept., "	16 Nov., "
Tues. 7 Oct., "	Fri. 10 Oct., "	24 Nov., "	24 Oct., "	27 Oct., "	14 Dec., "
4 Nov., "	7 Nov., "	22 Dec., "	21 Nov., "	24 Nov., "	11 Jan., 1874
2 Dec., "	5 Dec., "	19 Jan., 1874	19 Dec., "	22 Dec., "	8 Feb., "
30 Dec., "	2 Jan., 1874	16 Feb., "	17 Jan., 1874	20 Jan., "	8 Mar., "

No. 4.

ARRIVAL at Melbourne from London and Sydney, Arrival alternating at Melbourne every fourteen days.

Via Brindisi.			Via California.		
46 days to Melbourne. 49 days to Sydney.			48 days to Sydney. 51 days to Melbourne.		
Leave.	Arrive.		Leave.	Arrive.	
London, Friday, 8.50 p.m.	Melbourne, Tuesday, 9 p.m.	Sydney, Friday.	London, Sunday.	Sydney, Saturday.	Melbourne, Tuesday.
24 Jan., 1873	11 Mar., 1873	14 Mar., 1873	16 Feb., 1873	5 April, 1873	8 April, 1873.
21 Feb., "	8 April, "	11 April, "	16 Mar., "	3 May, "	6 May, "
21 Mar., "	6 May, "	9 May, "	13 April, "	31 May, "	3 June, "
18 April, "	3 June, "	6 June, "	11 May, "	28 June, "	1 July, "
16 May, "	1 July, "	4 July, "	8 June, "	26 July, "	29 July, "
13 June, "	29 July, "	1 Aug., "	6 July, "	23 Aug., "	26 Aug., "
11 July, "	26 Aug., "	29 Aug., "	3 Aug., "	20 Sept., "	23 Sept., "
8 Aug., "	23 Sept., "	26 Sept., "	31 Aug., "	18 Oct., "	21 Oct., "
5 Sept., "	21 Oct., "	24 Oct., "	28 Sept., "	15 Nov., "	18 Nov., "
3 Oct., "	18 Nov., "	21 Nov., "	26 Oct., "	13 Dec., "	16 Dec., "
31 Oct., "	16 Dec., "	19 Dec., "	23 Nov., "	10 Jan., 1874	13 Jan., 1874.
28 Nov., "	13 Jan., 1874	16 Jan., 1874	21 Dec., "	7 Feb., "	10 Feb., "
26 Dec., "	10 Feb., "	13 Feb., "	18 Jan., 1874	7 Mar., "	10 Mar., "

By taking Table No. 1, by which the *arrivals* at Sydney would alternate every fourteen days, and Table No. 3, by which the *departures* from Melbourne would alternate every fourteen days, we have the following result:—

			Via Brindisi.	Via California.
Leave London	...	...	24 Jan., 1873.	7 Feb., 1873.
Arrive Sydney	...	...	14 Mar., "	27 Mar., "
" Melbourne	...	...	11 Mar., "	30 Mar., "
Leave Melbourne	...	...	28 Mar., "	11 April, "
" Sydney	...	...	25 Mar., "	14 April, "
Arrive London	...	...	12 May, "	1 June, "
Leave London	...	...	16 May, "	30 May, "
Arrive Sydney	...	...	4 July, "	17 July, "
" Melbourne	...	...	1 July, "	20 July, "
Leave Melbourne	...	...	16 July, "	1 Aug., "
" Sydney	...	...	13 July, "	4 Aug., "
Arrive London	...	...	1 Sept., "	21 Sept., "
Leave London	...	...	5 Sept., "	19 Sept., "

The defect in this arrangement is, that the mails *via* California would leave London about two days before the arrival of the inward mail *via* California, thus precluding a reply; whereas by Tables Nos. 1 and 2, London, Sydney, and Melbourne would have a reasonable time allowed for reply, as will be seen from the following, viz.:—

			Via Brindisi.	Via California.
Leave London	...	...	24 Jan., 1873.	7 Feb., 1873.
Arrive Sydney	...	...	14 Mar., "	27 Mar., "
" Melbourne	...	...	11 Mar., "	30 Mar., "
Leave Melbourne	...	...	28 Mar., "	5 April, "
" Sydney	...	...	25 Mar., "	8 April, "
Arrive London	...	...	12 May, "	26 May, "
Leave London	...	...	16 May, "	30 May, "
Arrive Sydney	...	...	4 July, "	17 July, "
" Melbourne	...	...	1 July, "	20 July, "
Leave Melbourne	...	...	16 July, "	26 July, "
" Sydney	...	...	13 July, "	29 July, "
Arrive London	...	...	1 Sept., "	15 Sept., "
Leave London	...	...	5 Sept., "	19 Sept., "

The Hon. J. VOGEL and the Hon. W. H. REYNOLDS to the Hon. the COLONIAL SECRETARY of
NEW SOUTH WALES.

SIR,—

Sydney, New South Wales, 30th January, 1873.

In order that you may be at liberty to use the information outside the Conference, we now beg to make proposals respecting the Californian Service, in the form which we have already described to you.

Subject to its being found practicable to arrange with the contractors—as to which we have no doubt—we are willing that the steamers employed in the Californian Service shall run in the manner provided for by the provisional contract which was last year entered into between Mr. Duffy, Mr. Vogel, and Mr. Webb, except that “New South Wales” and “Sydney” shall, in any agreement that may be completed, be substituted for “Victoria” and “Melbourne,” respectively.

We believe that such a service could be obtained for a payment of from £45,000 to £50,000. In such case, provided that £20,000 of the cost was met by an Imperial subsidy to that amount, New Zealand would be willing to pay the balance.

The only payment we would propose to exact from New South Wales would be the postages received by the Colony for mail matter carried for it by the service, it being understood that if the amount of such postages should exceed £5,000, the excess should be retained by the Colony. We should also propose that the other Colonies should pay to New Zealand the total amount of the postages received for mail matter carried for them respectively by the service.

We should make it a condition that the postal rates should remain as at present—namely, 6d. per half-ounce on letters, and 1d. each for newspapers.

We thus, in effect, offer to New South Wales a mail service without requiring any payment whatever. The boat from Sydney would always proceed to San Francisco, calling at Auckland; whilst the boat from San Francisco (after transshipping at Auckland, into a boat waiting there, the mails for Sydney) would proceed along the New Zealand coast as far as Port Chalmers. The boat into which the mails for Sydney had been transhipped would be the next to proceed to San Francisco. In fact, a division of the terminus of the line between Sydney and Port Chalmers would be effected; the boat from Sydney always performing the up-service, and all the main boats visiting Sydney in their turn.

In arranging the new contract, we should be willing to give to New South Wales a fair share in the decision of all questions affecting the service; and the times should be so fixed as to give to Sydney the benefit of a fortnightly service,

We admit that for some time the contract with New Zealand has not been satisfactorily performed; but this has arisen from too few boats having been employed. In the new contract we would take care that there should be ample provision for securing the use of a sufficient number of proper boats, and for compelling a satisfactory substitution to be made, in case any of the boats employed should become unfit for the efficient performance of the service.

The offer now made is, beyond doubt, a very liberal one. We do not desire to disguise from you that our object in making it is to induce your Government to refrain from entering into a separate contract for a Californian Service—a course which would entail wholly unnecessary competition, and which would probably embitter the relations between the two Colonies. A Bill is now passing through Congress to subsidize the present line, and we are informed that it will undoubtedly become law this Session. The amount proposed by the Bill is \$500,000, or £100,000. In effect, the present boats would be so subsidized as to make it easy for them to carry cargo and passengers without charge, for the purpose of running off opposition. But whilst we feel that the New Zealand line has this vantage ground, we desire to prevent such an opposition as would necessarily cause the Imperial Government to refrain from subsidizing either of the lines to the amount they otherwise would do. We do not doubt that if New South Wales and New Zealand agree upon the subject, an Imperial subsidy of £20,000 would be at once granted.

We must leave your Government to consider whether they will accept this offer of a service which will really cost your Colony nothing, and which will give you the advantages of a large expenditure in your port, or whether they will prefer a costly competition, in which New South Wales, as well as the contractors with her, must inevitably suffer.

We shall be glad to receive an early answer from you.

We have, &c.,
JULIUS VOGEL.
WILLIAM H. REYNOLDS.

The Hon. the Colonial Secretary,
New South Wales.

No. 1.

PAPERS respecting a proposed Steam Mail Service between Sydney and Batavia,
via Queensland and Torres Straits.

(No. 1.)

Mr. ALEXANDER FRASER to the Hon. the COLONIAL SECRETARY, Queensland.

SIR,—

Sydney, 8th August, 1871.

I have the honor to hand you, enclosed, a memorandum containing proposals for the establishment of a regular monthly steam service between this port and Batavia, *via* Moreton Bay and Torres Straits, with the terms and conditions on which I am prepared to enter into a contract with the Colonial Governments of New South Wales and Queensland for this purpose.

In support of the statement in the memorandum, as to the share which the Government of Netherlands-India is willing to bear in the subsidy, I have the honor to enclose translated extract of a resolution of the Governor-General, dated Ijiparras, 21st May, 1871, No. 15, bearing upon this subject. Original and legalized translation of this document accompanying my application of this date to the Colonial Secretary of New South Wales, and will be forwarded for your inspection when returned by him.

Trusting that my proposals may meet with the favourable consideration of the Government of Queensland, and hoping shortly to have the honor of waiting upon you in person,—

I have, &c.,
ALEX. FRASER.

Enclosure 1 in No. 1.

MEMORANDUM from Mr. ALEXANDER FRASER (proposed Monthly Steam Service between Sydney and Batavia, *via* Moreton Bay and Torres Straits).

A MONTHLY steam service between Batavia and Sydney, *via* Torres Straits and Moreton Bay, and back, with liberty to call at Timor, Cape York, and one or more northern ports of Queensland.

The steamers to be employed to be of a burthen of about 1,000 tons, and to be propelled at an average speed of nine knots per hour. The service to commence with January, 1872, or January, 1873, as may be determined by the several Governments.

This line offers the quickest mail route between all the Australian Colonies and Java, Singapore, China, and Japan; and opens up to Australia the trade with those rich and important countries; with the Port of Sydney as the terminus of each voyage.

The steamers would correspond at Singapore with the intermediate fortnightly mail steamer of the P. and O. Company, on their London and China line, by which means the Eastern Colonies of Australia would obtain, as nearly as possible, a fortnightly postal communication with England, alternating with the present monthly service of the P. and O. Company *via* Galle.

The time occupied on the voyage between Batavia and Moreton Bay, exclusive of stoppages, would be about seventeen days, and between Batavia and Sydney about nineteen days. Allowing three days for the voyage between Batavia and Singapore, and three days more for stoppages at all ports, and following the Time-table of the P. and O. Company from and to Singapore, the mails *via* Brindisi should be delivered at Moreton Bay from London in fifty-six, and at Sydney in fifty-eight days.

Travellers with this line would enjoy fine weather at all seasons, and at Batavia or Singapore might choose their route homewards by any of the numerous lines of steamers radiating from these ports, either *via* Galle or *via* Calcutta, through British India by rail to Bombay.

The amount of annual subsidy required to establish and maintain the service is £37,000, of which the Government of Netherlands-India would contribute £10,000, if the Colonial Governments of Australia will provide the balance of £27,000.

The undersigned is prepared to enter into a contract with the Governments of New South Wales and Queensland, for establishing the proposed service on these terms and conditions, for a period of ten years, beginning with 1872 or 1873, subject to termination in five years by mutual consent, or on eighteen months' previous notice given by either of the contracting parties.

The division of the part of the subsidy of £27,000 to be borne by the Australian Colonies, as regards the contribution of each Colony, to be left for mutual arrangement between the Governments of New South Wales and Queensland, as well as all postal arrangements on the proposed lines with New Zealand, Tasmania, Victoria, and South Australia.

Any agreement entered into on the footing of this memorandum with the several Governments interested only to be binding when the sanction has been obtained of the respective Parliaments in Australia and Holland.

Sydney, 8th August, 1871.

ALEX. FRASER.

Enclosure 2 in No. 1.

(No. 15.)

(TRANSLATION.)

Extract from the Register of Resolutions of the Governor-General of Netherlands-India.

Ijiparras, 21st May, 1871.

Read the letters.

a., &c., &c.

b. Of the Directors of the Internal Government of 16th May, 1871, No. 3,582, intimating that he had made Mr. Fraser verbally acquainted with the chief contents of the Ministerial Despatch above referred to, whereupon that gentleman had come to the resolution of again proceeding to Australia, entirely at his own expense, for the purpose of conferring with the several Governments there regarding the carrying out of a steam communication between Java and Australia.

That for the success of his efforts, Mr. Fraser considers as indispensable the possession of a document from the Governor-General, embracing a communication such as is contained in this resolution.

Heard the Council of Netherlands-India.

Is approved and resolved: To inform Mr. A. Fraser, of Batavia, that the Indian Government take the greatest interest in the realization of the plan proposed by him for a steam communication between Java and Australia. And that the Minister of Colonies proposes to open a head in the Budget for the year 1872, for the "Costs of maintaining a regular steam communication with Australia," in order to prove that the Imperial Government also does not give up the idea of eventually being able to co-operate in obtaining a steam communication with Australia.

Extract of this resolution shall be given to Mr. Fraser for his information.

Agrees with the above Register.

STORTENBEKER,
Secretary of Government.

(No. 2.)

MEMORANDUM from the Hon. A. H. PALMER upon the Proposals of Mr. ALEXANDER FRASER.

MEMO.—Looking at the many great advantages to the Colony likely to accrue from a direct trade with Batavia, and, through her, with India, China, and the East, together with the facilities which would be

given for more regular communication with the United Kingdom, and the advantages to be derived by the northern portions of this territory being placed in more speedy and direct communication with other countries, and the probability of a mail line from New Caledonia connecting at one of the Northern Ports, it is recommended that Mr. Fraser's proposal to run a line of steamers from Sydney to Batavia, *via* Moreton Bay and Torres Straits, be conditionally accepted, subject to the approval of Parliament and the co-operation of the Governments interested, including that of Holland, and with the following modifications:—

1. The service to consist of thirteen (13) voyages or trips each way annually, starting from Batavia and Sydney respectively, so as to form an intermediate mail service with the Suez line from Sydney.
2. The vessels employed shall on each passage call at the Ports of Moreton Bay (in all cases coming up to the anchorage at the Bar, and, if possible, to Brisbane), Gladstone, Bowen, Cardwell, and Somerset, for landing and receiving mails, passengers, and cargo.
3. The subsidy for the whole of the service not to exceed £25,000, of which it is proposed that Queensland shall contribute one moiety, and the Colonies of New South Wales and Victoria conjointly the other moiety; subject to any further reduction, if necessary, in the contribution by those Colonies that may be agreed upon, and receive the sanction of the Queensland Legislature.

A. H. PALMER.

(No. 3.)

Copy of CABINET MINUTE *re* TORRES STRAITS MAIL ROUTE.

MINISTERS recommend, subject to the approval of Parliament and the co-operation of the Governments interested, including that of Holland, the conditional acceptance of Mr. Alexander Fraser's proposal to run a line of steamers from Sydney to Batavia *via* Moreton Bay and Torres Straits.

The service to consist of thirteen voyages or trips each way annually, starting from Batavia and Sydney respectively, so as to form an intermediate mail service with the Suez line from Sydney.

The vessels employed to call at the Ports of Moreton Bay (in all cases coming up to the anchorage at the Bar, and, if possible, to Brisbane), Gladstone, Bowen, Cardwell, and Somerset, for landing and receiving mails, passengers, and cargo.

The subsidy to be paid for the whole service not to exceed £25,000, to be contributed by the several Colonies of New South Wales, Queensland, and Victoria respectively, in such proportions as may hereafter be agreed upon; and that the Colonial Secretary be empowered to negotiate with the Governments of those Colonies, with the view of completing the necessary arrangements.

A. H. P.
J. P. B.
J. M. T.
R. R.
W. H. W.
J. B.

(No. 4.)

Copy of MINUTE of PROCEEDINGS of the EXECUTIVE COUNCIL, on 12th October, 1871, on the subject of the TORRES STRAITS MAIL ROUTE.

HIS EXCELLENCY THE GOVERNOR, at the instance of the Hon. the Colonial Secretary, submits, for the consideration of the Council, a letter from Mr. Alexander Fraser, dated 8th August, 1871, covering a memorandum containing proposals for the establishment of a regular monthly steam service between Sydney and Batavia, *via* Moreton Bay and Torres Straits, with the terms and conditions on which he is prepared to enter into a contract with the Colonial Governments of New South Wales and Queensland for this purpose.

The Council deliberate. They advise, subject to the approval of Parliament, and the co-operation of Governments interested, including Holland, the conditional acceptance of Mr. Alexander Fraser's proposal to run a line of steamers from Sydney to Batavia, *via* Moreton Bay and Torres Straits.

The service to consist of thirteen voyages or trips each way annually, starting from Batavia and Sydney respectively, so as to form an intermediate mail service with the Suez line from Sydney.

The vessels employed to call at the Ports of Moreton Bay (in all cases coming up to the anchorage at the Bar, and, if possible, to Brisbane), Gladstone, Bowen, Cardwell, and Somerset, for landing and receiving mails, passengers, and cargo.

The subsidy to be paid for the whole service not to exceed £25,000, to be contributed by the several Colonies of New South Wales, Queensland, and Victoria, respectively, in such proportions as may hereafter be agreed upon; and that the Colonial Secretary be empowered to negotiate with the Governments of those Colonies, with the view of completing the necessary arrangements.

Immediate action.

A. V. DRURY,
Clerk of the Council.

(No. 5.)

HEADS OF AGREEMENT to form basis of Contract to be entered into between the GOVERNMENT of QUEENSLAND, of the one part, and ALEXANDER FRASER of the other part, for establishing and maintaining a regular Four-weekly Steam Service between Batavia and Sydney, *via* Torres Straits and the principal Ports of Queensland.

1. The Contractor of the other part binds himself to establish as soon as possible, and within six months after this agreement has been sanctioned by the Parliaments interested both in Australia and

Holland, a regular service with steamers to run between Sydney and Batavia, in connection with the intermediate service of the P. and O. Company on the London and China line, regulating the departures from both sides so as to form as nearly as possible a fortnightly postal service for the Australian Colonies, alternating both ways with the existing monthly mail service *via* Galle and Suez.

2. The steamers performing the service to be under Dutch or English colours, at the option of the Contractor of the other part, to be of a burthen of not less than 1,000 tons, and to be propelled at an average speed of nine knots per hour for the voyage from Batavia to Sydney and back.

3. The steamers on the voyage from Batavia to Sydney, as well as returning, to call at the Ports of Somerset, Cardwell, Bowen, Gladstone, and Brisbane, or Brisbane Roads, for the purpose of landing and receiving mails, passengers, and cargo, with permission to call at Timor on both voyages; detention at all ports of call between Batavia and Sydney not to exceed three days.

4. The Contractor of the other part binds himself to carry without any separate charge, and to receive and deliver at all ports of call specified in article 3, all mail packets, letters, and newspapers, which may be put on board by order of the Postmaster-General of Queensland, or addressed to the Post Office Department. The mails to be brought on board and received from alongside the steamers by the Post Office authorities at each port.

5. The mails from Europe, China, &c., to be received at Singapore, and those from Australia to be delivered there free of expense.

6. The steamers to be employed in the service to be exempt from the payments of harbour dues at all ports of Queensland, for twelve months after the first payment of these dues.

7. In consideration of the services above specified, the Contractors of the one part agree to pay the Contractors of the other part an annual subsidy of £25,000 sterling in full, payable quarterly by equal instalments, each of £6,250 sterling, and undertake to negotiate with the Governments of New South Wales and Queensland, for the moiety of this sum which may be contributed by these Colonies respectively.

8. The contract to be made upon the basis of this agreement to embrace all the usual stipulations of mail contract services.

A. H. PALMER,
Colonial Secretary, Queensland.
ALEX. FRASER.

Brisbane, 14th October, 1871.

(No. 6.)

MR. ALEXANDER FRASER to the Hon. the COLONIAL SECRETARY.

SIR,—

Brisbane, 14th October, 1871.

I have had the honor to receive from you copy of the Cabinet Minute and Memorandum, dated 11th instant, relating to my proposals for a regular steam service *via* Torres Straits, and beg to inform you that I agree to the modifications of these proposals specified in the Memorandum above referred to.

The Hon. the Colonial Secretary of Queensland.

I have, &c.,
ALEX. FRASER.

(No. 7.)

The Hon. the COLONIAL SECRETARY, Queensland, to the Hon. the COLONIAL SECRETARY, New South Wales.

SIR,—

Queensland, Colonial Secretary's Office, Brisbane, 14th October, 1871.

I do myself the honor to inform you that, subject to confirmation by the Legislature of this Colony, I am authorized by His Excellency the Governor and the Executive Council to enter into a conditional agreement with Mr. Alexander Fraser for a mail service from Sydney, *via* Ports in this Colony, to Batavia, delivering mails at Singapore, on the terms contained in Mr. Fraser's memorandum (A), a copy of which is herewith enclosed, subject to the modifications set forth in another memorandum (B), also transmitted for your information.

I now beg to invite the co-operation of your Government in this service, and I would suggest that New South Wales should contribute one moiety of the amount agreed upon, Queensland taking upon herself the responsibility of the remainder.

It will be left to your Government to make the best terms possible with Victoria for a contribution from that Colony, whilst this Government reserves to itself the right of receiving any subsidy that may arise from New Caledonia, or from any other connection with the lines at and to the north of Moreton Bay.

It is hardly necessary for me to point out to you that, even in the event of Victoria declining to contribute in support of the service, with the large amount of postage to be received upon letters carried to and from that Colony through New South Wales, added to the benefits to be derived from postal communication between New Zealand and the East, and the direct trade you already possess with China and Java, the advantages will very much preponderate on the side of New South Wales; but in the hope of opening up a trade with Batavia and the Eastern Countries, this Government, notwithstanding, is willing to accept the responsibility of the moiety of the subsidy required from the Australian Colonies.

I would urge upon you the necessity of a speedy decision being arrived at in the matter, for if the present opportunity of making a satisfactory arrangement is neglected, it is probable that a considerable period will elapse before we can hope to obtain the support of the Netherlands-India Government which is now promised us.

I may add that, with the assurance of support I have received, I have little doubt of obtaining the sanction of the Queensland Parliament to the agreement.

The Hon. the Colonial Secretary,
New South Wales.

I have, &c.,
A. H. PALMER,
Colonial Secretary.

(No. 8.)

Copy of CABINET MINUTE.

Approved:

Ministers having read the letter of Colonial Secretary to Colonial Secretary of New South Wales, and the conditional agreement with Mr. Alex. Fraser, approve of and confirm same.

A. H. P.
T. L. M. P.
W. H. W.
J. M. T.

(No. 9.)

The Hon. the COLONIAL SECRETARY to Mr. ALEXANDER FRASER.

SIR,—

Queensland, Colonial Secretary's Office, Brisbane, 17th April, 1872.

With reference to the agreement conditionally entered into between the Government of Queensland and yourself for establishing and maintaining a steam service between Batavia and Sydney, *via* Torres Straits and the principal ports of Queensland, to which you signified your assent on the 14th October last, I have the honor to inform you that two copies of the *Queensland Government Gazette Extraordinary*, of the 16th April instant, have been forwarded to your address under separate cover, in which is published the Speech delivered by His Excellency the Governor on the opening of Parliament on the same day; and you will perceive that special reference is made in the ninth paragraph to the postal route *via* Batavia, which is recommended to the consideration of Parliament as being of the utmost importance to Queensland.

You will also receive by the same opportunity two copies of the *Brisbane Courier*, in which is reported the debate that ensued upon the Address, by which you will also observe that the adoption of this route was favourably entertained by the House; and it is my intention to table a formal resolution in the course of the ensuing week, in which your proposals for establishing a regular steam service *via* Torres Straits, which have been conditionally agreed to by the Government, will be submitted for the approval of Parliament.

Alexander Fraser, Esq., Batavia.

I have, &c.,
A. H. PALMER.

No. 2.

Copy of TELEGRAMS received and despatched *re* FRASER'S POSTAL SERVICE.

(No. 1.)

TELEGRAM received from FRASER by ELDRED and SPENCE, 26th October, 1872, transmitted to COLONIAL SECRETARY, Brisbane.

London.

TELEGRAPH whether Singapore-Queensland contract completed—also date commencement—whether Calcutta extension probable—any coal charters perfected?

(No. 2.)

Messrs. ELDRED and SPENCE to the Hon. the COLONIAL SECRETARY, Brisbane.

Sydney, 28th October, 1872.

We infer Fraser arranging steamers; what can we reply? When is Colonial Secretary expected?

(No. 3.)

The UNDER COLONIAL SECRETARY to Messrs. ELDRED and SPENCE.

Brisbane, 30th October, 1872.

COLONIAL SECRETARY returned. Fraser having broken faith in regard to arrangements agreed upon, no further negotiations will be made through him. Do not understand telegram *re* prior message.

(No. 4.)

Messrs. ELDRED and SPENCE to the Hon. the COLONIAL SECRETARY.

Sydney, 31st October, 1872.

REGRET Colonial Secretary views Fraser's proposal, see our letter of 23rd, as breach of faith. Twelve months having elapsed without confirmation of preliminary agreement, and consequent withdrawal of Dutch, obliged Fraser in undertaking the arrangement with Colonial subsidy alone to seek for some modifications. We are prepared and authorized to negotiate fairly on his behalf.

(No. 5.)

The UNDER COLONIAL SECRETARY to Messrs. ELDRED and SPENCE.

Brisbane, 1st November, 1872.

INSTEAD of "Fraser having broken faith," should be, "arrangements with Batavia as proposed having fallen through; but further negotiations under altered circumstances still considered useless."

(No. 6.)

Messrs. ELDERD and SPENCE to the Hon. the COLONIAL SECRETARY, Brisbane.

Sydney, 3rd November, 1872.

BELIEVE can complete original agreement if authorized—Dutch probably cancel Circumnavigatory Contract, and join as formerly proposed when Torres Service started.

(No. 7.)

The Hon. the COLONIAL SECRETARY to Messrs. ELDERD and SPENCE.

Brisbane, 5th November, 1872.

NEGOTIATIONS with Mr. Fraser, Torres Straits *via* Java, at an end, and cannot be reopened.

(No. 8.)

EXTRACT—TELEGRAM from the Hon. the COLONIAL SECRETARY to the AGENT-GENERAL, London.

Brisbane, 13th November, 1872.

* * * Singapore not concluded—advertise tenders—Basis Fraser's conditional contract, terminus Sydney or Brisbane—our option.

(No. 9.)

Mr. FRASER to the Hon. the COLONIAL SECRETARY, Brisbane.

London, 18th November, 1872.

DAINTREE reports telegram from you intimating advertise fresh tender—Singapore, Brisbane, Sydney. This appears ignoring our provisional contract confirmed by Parliament, and your telegram, April, in which I have completed arrangements for service—please telegraph explanation.

(No. 10.)

The Hon. the COLONIAL SECRETARY to Mr. FRASER, London.

Brisbane, 19th November, 1872.

You told Daintree *you* would not carry out contract—Eldred, on *your* authority, informed us Dutch would not—proposes fresh terms—less speed—and conditions not acceptable.

(No. 11.)

TELEGRAM received 30th November, 1872.

London, 26th November, 1872.

NEVER told Daintree would not carry out contract. All modifications Eldred suggested were entirely on your option; explained him withdrawal Dutch subsidy would not interfere. Now waiting your instructions. Begin service when required. Please reply.

FRASER.

No. 3.

Messrs. ELDERD and SPENCE to the Hon. the COLONIAL SECRETARY, Queensland.

Sydney, 23rd October, 1872.

SIR,—We have the honor to inform you that we received from Mr. Fraser, by the last Suez Mail, an important letter, bearing date Glasgow, 29th August last, informing us that the Dutch Government were opposed to a monthly mail service *via* Torres Straits, and in favour of the more recently proposed commercial line between Batavia and the principal ports of the Australian Colonies, requiring a steamer to leave the first-named port every seventy-five days, or two and a half months, and to call in going or returning, or both ways, at Adelaide, Melbourne, Sydney, and Brisbane, with option of the choice of route *via* Cape Leeuwin or Cape York, either in going or returning, or both ways, and of calling at other intermediate ports on either route.

This service he has undertaken for the Netherlands-India Steam Navigation Company, on a trial of one or two years, at their option, and the first steamer will probably leave Batavia in the month of April next year.

This arrangement with the Netherlands Government alters materially the position of the proposed monthly service *via* Torres Straits; and as the Dutch Government have withdrawn from the proposed combination for granting a mutual subsidy, it will be no longer necessary to include Batavia as a port of call on the way to Singapore, unless this is desired.

Instead of Batavia, and for the benefit of coaling* (for which this port is particularly suited), it will probably be necessary to make Macassar a port of call, both in going to and returning from Australia.

By this change of port it is believed a saving would be effected of fully two days in the length of voyage between Singapore and Australia; against this advantage in gain of time for the transmission of the Australian mails, there is, however, the much more serious disadvantage of the loss of the Dutch portion of the intended subsidy.

Mr. Fraser, on his return from Holland, received the communication from your Government, in reference to the Torres Straits line, and, under the present circumstances, he is anxious to ascertain whether some arrangement could not be made for carrying this out, independent of the Dutch share of subsidy. With this object he transmitted the following telegram:—"To Mr. Palmer, Premier, Brisbane, dated 26th August, 1872. Post Galle, with £15,000 extra, yearly, could arrange continual monthly service to Calcutta. Would Colonies vote additional subsidy,—mails going through *via* Bombay? Believe Indian and Imperial Governments will transmit mails between Calcutta, London, free. Could commence service January next year, provided slightly reduced speed allowed first year. Inform Eldred."

With a through service from London to Sydney, *via* Bombay, Calcutta by rail, Singapore, Macassar, Torres Straits, Moreton Bay, the mails could be delivered in fifty-three to fifty-five days at Sydney, within three days of the present contract time of the P. and O. Co. *via* Galle. This would give to Queensland, with the present P. and O. Co.'s service, a regular fortnightly service.

The advantage of the Indian terminus of the line being made at Calcutta instead of Singapore is this, that the P. and O. Co. has a weekly mail service from Bombay to London, and only a fortnightly one from Singapore; so that in the event of an occasional detention of steamers, the mails *via* Bombay could never be delayed more than a week at that port, whilst from Singapore the detention might be a fortnight. Besides this, there would be time saved in stoppages at Singapore for the P. and O. Co.'s steamer.

The extra £15,000 of subsidy, it is supposed, would be well bestowed in perfecting the postal communication in this way, besides opening up a direct trade between the Colonies and Calcutta, and giving increased facilities for passengers.

The Indian Government would probably transmit the Australia mails overland between Bombay and Calcutta free of expense, in consideration of the Indian correspondence being carried free by the Colonial Governments, and that the Imperial Government is ready to receive at Bombay or Singapore, or any other port on the trunk line to China, the letters of the Australian Colonies, and carry them on free of expense to London; and also to deliver the mails from England at any such port free of expense for further transmission to the Colonies.

From information obtained at the Colonial Office in London, it would also appear to be the intention of the Imperial Government to give more latitude to the Colonial Governments in arranging their postal services, and a voice in the appointment of the amount hitherto allowed in name of subsidy for such services by the Imperial Government.

In these circumstances, it is not improbable that the extra amount of £15,000 may be obtainable without any further direct call upon the Colonial Treasuries.

Although Mr. Fraser and the Managing Director of the British-India Steam Navigation Company would prefer the more efficient service between Calcutta and Sydney, on a yearly subsidy of £40,000, they are still willing to undertake the service between Singapore and Sydney, *via* Torres Straits, in terms of the provisional contract made with Mr. Palmer, under date of October 14th, 1871, for the reduced subsidy of £25,000, provided the contract is made for ten years, and for the first twelve or eighteen months the maximum speed is put at eight and a half knots an hour, instead of nine.

Having in view the reduced amount of subsidy, and the difficulty and anxieties of the navigation of a new line, it is not anticipated there will be any objection on the part of the Colonial Governments, nor troublesome restrictions or vexatious fines put into the contract, but that everything would be entered into on the most liberal footing, as indeed was promised.

The very utmost would be done to work the line to the satisfaction of the Governments, and to develop the resources of the Colonies by improved communication, without which the line will never pay, and this ought to be a sufficient guarantee for doing the work well.

Both the British and Netherlands-India Steam Navigation Companies, in their contracts with the British and Netherlands Governments, have hitherto done more, but never less, than they were bound to do, and the same course would be adopted with the Colonial Governments.

A power of attorney has arrived authorizing us to conclude with the Colonial Governments any contracts in terms of the instructions contained in the letter of which this is almost a transcript; and awaiting your reply,

We have, &c.,
ELDRED AND SPENCE.

No. 4.

Messrs. ELDRED and SPENCE to the Hon. the COLONIAL SECRETARY, Queensland.

SIR,—

Sydney, 30th October, 1872.

We received from Mr. Fraser, on the evening of the 26th instant, the following telegram:—
"London.

"Telegraph whether Singapore-Queensland contract completed; also, date commencement; whether Calcutta extension probable. Any coal charters perfected?"

In consequence of this we despatched on the 28th a message of inquiry, with the addition—

"We infer Fraser arranging steamers. What can we reply? When is Colonial Secretary expected?"

Observing that Mr. Palmer has returned to Brisbane, we trust that our letter of the 23rd instant, conveying information as to the scheme for the circumnavigation of Australia, and Mr. Fraser's proposals for special postal services in connection with Queensland, will receive early consideration, so that we may be favoured with the Hon. the Colonial Secretary's views in time to write by the outgoing mail, and give fuller information than can be transmitted by an ordinary telegram.

We have, &c.,
ELDRED AND SPENCE.

No. 5.

The Hon. the COLONIAL SECRETARY, Queensland, to Messrs. ELDRED and SPENCE.

Queensland, Colonial Secretary's Office,

GENTLEMEN,—

Brisbane, 21st November, 1872.

I am directed to acknowledge the receipt of your letter of 30th October last, having reference to a former communication of the 23rd of the same month, conveying information as to a scheme for

the circumnavigation of Australia, and Mr. Fraser's proposal for special services in connection with Queensland, submitted for the consideration of the Government.

The proposals now made are so entirely different from those embodied in the original provisional agreement assented to by the Government as the basis of a contract for a mail service between Batavia and Sydney, *via* Torres Straits and the principal ports of Queensland, that it is unnecessary to discuss them *seriatim*.

Apart from other considerations, the subsidy to be contributed by the Government of Netherlands-India, the reduced maximum speed, and the alterations and circuitous route proposed, are sufficient to render it unnecessary to enter into any further negotiations with Mr. Fraser on this subject.

I am further desired to add that a letter has been addressed to Messrs. Scott, Henderson, and Co., of Sydney, in which they are informed that the Agent-General for Queensland has been instructed by telegram to call for tenders in London for a fortnightly service between Singapore and these Colonies, leaving it a matter for future arrangement, in terms of the conditional agreement with Mr. Fraser, before mentioned, whether the terminus is to be at Sydney or Brisbane.

In the event of no contribution being made by the Government of New South Wales towards the establishment of the route proposed, Brisbane will then necessarily become the terminus.

I have, &c.,

H. H. MASSIE,

Under Colonial Secretary.

No. 6.

Messrs. ELDRED and SPENCE to the Hon. the COLONIAL Secretary, Queensland.

SIR,—

Sydney, 28th November, 1872.

We have the honor to inform you that your letter of the 21st instant reached us in due course, and we note that Messrs. Scott, Henderson, and Co., of this city, have been apprised of instructions sent to the Agent-General of Queensland, per telegram, to call for tenders in London for a four-weekly service between Singapore and these Colonies.

It is a matter of extreme regret to us that Mr. Fraser's efforts and our own to effect this arrangement, and even to improve upon it,—extending over a period of several years, and which appeared to be so nearly accomplished,—should not have been more successful.

We telegraphed Mr. Fraser on the 5th instant, after receiving your last communication, in ignorance of the message on the 6th ultimo from the Agent-General of Queensland to the Hon. the Colonial Secretary (authorized by Mr. Fraser), suggesting a contract of an entirely new character, which he considered would meet the views of the Government with regard to Postal Services and Immigration.

It has been generally understood that the terminus of any line of steamers would be Brisbane, unless this Colony were induced to contribute towards the subsidy, which is not unlikely; but this question involves considerations as to supplies of coals and transmission of cargo which will materially influence the calculations of tenderers.

Again expressing our concern that so much time should have been lost and money expended in the endeavours of Mr. Fraser and ourselves to establish a line of steamers between Queensland and Singapore, or India, on conditions that were at one period considered reasonable on both sides,

We have, &c.,

ELDRED AND SPENCE.

No. 7.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

SIR,—

32, Charing Cross, 4th October, 1872.

In reference to my letter of 5th September, in which I stated that, at an interview with Mr. Fraser, he had, as I understood him, “expressed his intention to retire from his previously proposed contract,” and that he had arranged for a line of steamers from Batavia to Australia *via* Cape Leeuwin,—I have now to inform you that Mr. Fraser has (as you will ere this have been made aware), telegraphed direct to you his desire to complete his contract for the Batavia-Queensland route, on the basis previously agreed on.

I had expected to meet Mr. Fraser in Glasgow, but failing this sent telegram A, attached, to his address given me there, and received telegram B in reply.

It was only a few days since that I learned from Mr. Fraser the action taken, and hasten to communicate the facts in order that you may see how this apparent misunderstanding arose.

Mr. Fraser says that, knowing I was absent from Charing Cross on emigration business, he elected to send his telegram on direct, advising the Colonial Office in whose hands the negotiations had originally been placed.

I have, &c.,

RICHARD DAINTREE,

Agent-General.

(A.)

TELEGRAM from AGENT-GENERAL for QUEENSLAND to A. FRASER, Esq.

Do you intend to tender for monthly line of steamers from Singapore to Queensland, *via* Torres Straits?

(B.)

Mr. J. W. SMITH, *pro* Postmaster, to AGENT-GENERAL for QUEENSLAND.

SIR,— Telegraph Office, 448, Strand, 4th September, 1872.

I beg to inform you that your telegraph message to A. Fraser, Esq., 32, Renfield Street, Glasgow, has not been delivered, in consequence of party not being at that address.

I beg you will have the goodness—

I am, &c.,

J. W. SMITH,
Pro Postmaster.

No. 8.

EXTRACT from LETTER to His Excellency the Marquis of NORMANBY.

Brisbane, 29th November, 1872.

* * * * *

As regards the correspondence with Mr. Fraser, in connection with this service, forwarded under cover of a Despatch to your Lordship from the Secretary of State for the Colonies, under date 24th September (No. 51), I would observe that it cannot be taken into consideration as forming any portion of the original agreement entered into as the basis of a contract for a proposed mail service between Sydney and Batavia, *via* Queensland and Torres Straits, and it is hardly worth while to advert here to the altered circumstances under which the proposals of Mr. Fraser are now submitted.

Your Lordship is aware that, subject to the approval of Parliament and the co-operation of the Governments interested, including that of Holland, Mr. Fraser's proposal to establish and maintain the service upon certain conditions was provisionally accepted.

Those conditions Mr. Fraser has failed to carry out, and the Netherlands Government, as intimated by Mr. Fraser, has withdrawn from the proposed arrangement in favour of another service.

Fresh proposals have been submitted in connection with the service as originally contemplated by Messrs. Eldred and Spence, the agents of Mr. Fraser, which have been refused.

I may add that the Agent-General has been instructed to invite fresh tenders for the service, on certain conditions submitted; and pending further information on the subject, the Government are not prepared to take any immediate action in the matter.

I have, &c.,

A. H. PALMER.

No. 9.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY, Queensland.

SIR,—

32, Charing Cross, 31st October, 1872.

In reference to the mail service from Singapore to Brisbane, and in continuation of the correspondence on this subject, I have the honor to inform you, that I have during the past month had numerous interviews with Mr. Fraser and his friends, both in Glasgow and London, with the view of inaugurating a line of steamers to carry emigrants and mails direct from England, *via* Torres Straits, to Brisbane, every lunar month. The correspondence on the subject is attached.

My telegram to Brindisi of October 5th, refers to this matter.

It seemed to me that if the Imperial Government could be induced to grant a subsidy to this line, as alternating with the monthly mail service from Galle, that the interests of Queensland would be directly served, and no more than justice done, in regard to the conveniences afforded to the Australian Colonies as a whole.

Were this line carried out, as you will see by the correspondence, the Singapore-Brisbane contract, if secured by Mr. Fraser (on which point I have as yet no certain information), would merge in the extended scheme.

At present the matter is under consideration of the Imperial Government; should they promise a subsidy, I shall at once telegraph the information. As no action could be taken in the matter until the next meeting of the Assembly, I am however in the meantime trying to induce Mr. Fraser to run a pioneer steamer to Brisbane *via* Torres Straits and Suez Canal, and I anticipate he will meet my wishes in this respect.

I have, &c.,

RICHARD DAINTREE.

The AGENT-GENERAL, London, to the Hon. the COLONIAL SECRETARY, Queensland.

(Telegram.)

5th October, 1872.

FRASER offers monthly mail steam service, London to Brisbane, *via* Suez and Torres Straits, calling at northern ports of Queensland, Batavia, or Singapore. Subsidy, sixty thousand; emigrants, sixteen pounds; speed, eight and half knots; terminus Sydney, at your option; contract, seven years at least. If accepted at Singapore, Sydney contract lapses. Could begin with steamers sixteen hundred to two thousand tons, outwards, first March; homeward, July or sooner. Tonnage increased as required.

No. 10.

Mr. A. FRASER to the AGENT-GENERAL, Queensland.

SIR,—

13, Austin Friars, London, 14th October, 1872.

You are aware that, in terms of the provisional contract entered into by me with the Government of Queensland on this day last year, and sanctioned by the Parliament of that Colony in April of the present year, preparations are being made by me for opening early next year a four-weekly mail service, between Singapore and Sydney *via* Torres Straits and Brisbane, calling at the northern ports of Queensland, supported by an annual subsidy of £25,000. The north-western terminus of this line to be extended, if desired, from Singapore to Calcutta, for an additional annual subsidy of £15,000, so as to form a regular monthly mail service between England and the Australian Colonies, alternating every fortnight with the existing monthly mail line of the Peninsular and Oriental Steam Navigation Company *via* Galle.

As I have already had the honor to inform you verbally, the friends whom I have to look to for carrying out this service are willing to meet your views by substituting for it, on the conditions hereafter stated, a more extended service, which would serve for the direct transmission of emigrants and other passengers and cargo from the Mother Country to Queensland, as well as for a direct and regular monthly or four-weekly postal communication between England and the Australian Colonies.

The proposal which I am willing you should submit for the approval of the Queensland Government is,—to cancel the contract of the 14th October, 1871, already referred to, and in lieu thereof to enter into a contract for not less than seven years for establishing a monthly or four-weekly line of steamers, not less than 1,600 tons at first, to be replaced afterwards by larger steamers as required, between London and Brisbane or Moreton Bay *via* Suez, Aden, Batavia, Torres Straits, and the northern ports of Queensland, propelled at a minimum average speed of eight and a half knots an hour, exclusive of stoppages, with an option to the Queensland Government, without increase of the annual subsidy, of fixing the Australian terminus of the line at Sydney instead of Brisbane or Moreton Bay.

The annual subsidy for a monthly service of twelve voyages each year both ways to be £60,000, or for a four-weekly service of thirteen voyages each year both ways, £65,000.

Each steamer to carry outwards at least 300 emigrants for the Queensland Government, as steerage passengers, at £16 per head, the mails being carried to and fro without additional remuneration.

The distance between London and Brisbane being taken at 11,680 miles, the voyage without stoppages would last about fifty-seven days—a speed which has not yet been attained by any mail service between Great Britain and the Colony of Queensland.

While competing in point of speed with the existing mail service *via* Galle, for the conveyance of the mails between England and Australia, it will deliver the mails from British Burmah, the Straits Settlements, China, Japan, Manilla, and Java, ten to twenty days earlier than by the present circuitous route *via* Galle.

Mails, passengers, and cargo being embarked in London and landed at the ports of destination without transhipment, the proposed new line offers the most convenient and economical opportunity for conveyance of passengers of all classes and of perishable or breakable cargo from England, and opens up at the same time, for all the Colonies, a valuable but hitherto neglected trade with the Dutch and Spanish possessions in the Indian Archipelago, and with Singapore, China, and Japan; and for the development of the rapidly growing settlements in Northern Queensland, between Cape York and Moreton Bay, the new line must be especially useful.

In a memorandum accompanying this letter, I have shortly referred to the several mail services between England and the Australian Colonies which have existed up to the present time, from which you will observe the advantage in point of economy in the required subsidy, which the line now proposed by me offers above every other; and in conclusion, I have only further to add that in event of any difficulty being found of providing immediately the subsidy required for the monthly or four-weekly service, my friends would have no objection, for half the amount (say £30,000), to make six voyages from London to Brisbane and back in 1873; and with 1874, when the contract for the mail service with the Peninsular and Oriental Steam Navigation Company will also expire, to commence the proposed monthly or four-weekly service for a contract term of at least seven years.

I have, &c.,

ALEX. FRASER.

Enclosure 1 in No. 10.

MEMORANDUM with reference to existing and proposed Mail Steam Services between Great Britain and Australian Colonies.

For fully understanding the merits of the new mail steam service between London and Queensland, proposed in my letter of this date to the Agent-General for Queensland, it may be useful shortly to review the existing mail lines of steam communication between Great Britain and the Australian Colonies and those which have previously existed.

The first regular mail steam service was undertaken by the Peninsular and Oriental Steam Navigation Company in 1852, with two small steamers of about 600 tons and 60 horse-power, which ran monthly between Singapore and Sydney, *via* Batavia, Fremantle (Western Australia), King George's Sound, Adelaide, and Melbourne, in connection with the London and China line of the same Company between Singapore and Suez.

This service was dropped in 1854, and succeeded by a steam service round the Cape, undertaken by the Australian Screw Steam Navigation Company, with four auxiliary screw steamers of about 1,300 tons each, and in 1856 by another service *via* Suez and Galle, undertaken by the European and Australian Steam Navigation Company, with chartered steamers. All these enterprises, though sup-

ported by subsidies from the Imperial Government, appear to have ended unfortunately, after a very short existence.

In 1858 the Australian mail contract was again conceded to the Peninsular and Oriental Steam Navigation Company, for a line of steamers to run between Suez and Sydney *via* Aden, the Mauritius, and Melbourne. This service was also dropped in favour of the existing service *via* Galle, King George's Sound, and Melbourne—first a monthly, and subsequently, as now, a four-weekly line.

Besides the above mail lines which were subsidized and regulated by the Imperial Government, a steamer was run in 1866 between Batavia and Brisbane, *via* Torres Straits, on a joint subsidy from the Queensland and Netherland-Indian Governments; and in the same year the Panama and New Zealand Steam Navigation Company established a monthly steam service between Sydney and Panama *via* New Zealand, in connection at Colon with the steamers of the West India Royal Steam Navigation Company, supported by subsidies from the New Zealand and New South Wales Governments. This Company came into liquidation in 1869, since which time trial trips have been made both by Colonial and American companies, with the view to establish a regular monthly mail service between Sydney and San Francisco, *via* New Zealand and the Fiji Islands, under partial subsidies from the Colonies of New South Wales and New Zealand, but none of these enterprises have at any time obtained pecuniary support from the Imperial Government.

The existing service of the Peninsular and Oriental Steam Navigation Company, under contract with the Imperial Government, which expires at the end of next year (1873), is subsidized as follows:—

For thirteen voyages annually, both ways, between Galle and Sydney, calling at King George's Sound and Melbourne, one-half by the Imperial and the other half by the Colonial Governments, jointly the sum of	£130,000
For carriage of the Australian mails between this country and Galle, the several Colonies are further charged according to the number of letters	50,643
Together	£180,643

This last item of £50,643, though charged to the Australian Colonies, is included in the sum of £450,000 paid annually by the Imperial Government as subsidy for the India and China lines under contracts with the same Company.

This service, though answering all the purposes of an efficient postal communication between this country and Australia, once every four weeks, must be allowed to be a very expensive one, and unsuitable for almost any other purpose, owing to the frequent change of steamers and the railway transit through Egypt. For emigrants and perishable or breakable cargo it is useless; and for ordinary passengers it involves, besides, incidental expenses for temporary residence ashore at ports of call on the route, which makes this line ineligible except for the richer classes.

The length of passage between Southampton and Sydney is by contract about fifty-seven days, the contract speed being I believe nine knots east of Suez, or half a knot more per hour than the proposed new service *via* Torres Straits, making a difference of about three days on the whole voyage, which would seem now to be of less consequence when the Australian Colonies possess the advantages of telegraphic communication.

In event of the terms proposed in my separate letter of this date being accepted by the Government of Queensland, and a monthly or four-weekly line established between London and Queensland *via* Torres Straits, I should be prepared on the part of my friends, on timely notice being given, to contract with the other Colonies or with the Imperial Government on expiry of the present contract of the P. and O. Co., to run an additional monthly service between London and Melbourne, *via* Batavia, Fremantle or King George's Sound and Adelaide, on the same terms of subsidy, and under guarantee of the same number of emigrants, as proposed for the other line.

This fortnightly line, if ultimately established, would afford the most regular postal communication that has yet been proposed between this country and the Australian Colonies, and at the same time afford a direct fortnightly postal communication between these Colonies and India, China, and Japan. By fixing the terminus of the Queensland or Torres Straits line at Sydney, and the other line, which would pass through Sunda Straits, at Melbourne, all the Colonies would be put on an equal footing, which has never yet been the case, and could not be under any other agreement. If absolutely required, the speed of the steamers could be increased by a moderate increase of subsidy.

I may here also mention that the steamers on these Australian lines, if established, could by calling at Galle compete on easy terms, when the proper time comes, for the transmission of the mails between this country and Ceylon and Southern India. These mails are at present conveyed by the Peninsular and Oriental Company fortnightly, under the Indian contract, which does not expire till 1880, and cost the Imperial, Ceylon, and Indian Governments for subsidy, if I am not mistaken, about £87,000 per annum.

London, 14th October, 1872.

ALEXR. FRASER.

Enclosure 2 in No. 10.

Mr. RICHARD DAINTREE to the Right Hon. the Earl of KIMBERLEY.

Queensland Government Office, 32, Charing Cross,
15th October, 1872.

MY LORD,—

In reference to your communication of 20th August, accompanying the Treasury minute of 14th August, on the subject of mail services between Great Britain and Australia, in which you ask for any suggestions I may be prepared to make, I have now the honor to forward herewith a proposal

made by Mr. Fraser, which seems to be well worthy of consideration before final action is taken on the merits of other proposals.

Mr. Fraser agrees to provide a monthly line of mail steamers from London to Sydney, *via* Suez Canal and Torres Straits, calling at Batavia, for an annual subsidy of £60,000, or a four-weekly service of thirteen voyages each year, both ways, £65,000.

Although this through service would be of great commercial importance to Queensland, it is evident that, unless the Imperial Treasury were drawn on for a portion of the subsidy required, it could hardly at present be entertained.

The reasons why such support should be given to this line are as follows:—

1. The difference in distance to Sydney by this and the present Galie-Leeuwin route is not more than two days by steamer.
2. That the near completion of telegraphic communication between England and Australia renders a day or two's difference in the delivery of mails at the terminus of not so much importance as formerly.
3. Queensland has hitherto derived a minimum of advantage from any subsidized mail route to Australia, and such a position should be, if possible, guarded against in the future.
4. That freight, emigration, and mail services, could thus be combined to the greatest advantage, the same vessel completing the entire voyage.

The distance from London to Sydney by the present route is 10,917 miles, viz.:—

London to Brindisi	...	...	...	...	...	1,200
Brindisi to Alexandria	...	...	...	...	...	825
Alexandria to Suez	...	...	...	...	...	220
Suez to Galle	...	...	...	...	...	3,442
Galle to Sydney	...	...	...	...	...	5,230
						<hr/> 10,917 <hr/>

By the Torres Straits route, it would be, viz.:—

London to Galle	...	...	...	...	...	5,687
Galle to Batavia	...	...	...	...	...	1,750
Batavia to Brisbane	...	...	...	...	...	3,300
Brisbane to Sydney	...	...	...	...	...	500
						<hr/> 11,237 <hr/>

It will be seen, therefore, that the absolute difference, as before stated, between Galle and Sydney *via* Torres Straits, or *via* the Leeuwin, is only about two days' steam at most, and even the calling at Batavia and the northern ports of Queensland would not cause a detention of more than three days in addition.

As soon as telegraphic communication is established between Europe and Australia (which is now only a question of a few weeks), the necessity for saving a day or two in delivery of the mails will not be of so much importance, whilst the advantages of a direct steam service from England to Queensland and New South Wales, combining a freight, emigration, and mail business, would supply a want long felt, at least in the former Colony.

Hitherto Queensland has derived the least advantage from a *subsidized* mail route of any of the Australian Colonies, her capital lying two days' steam beyond the terminus of the P. and O. Service from Galle, and her northern ports (now rising into increased importance) far beyond this again.

The mail route from San Francisco to Sydney, to which the Imperial Government have now agreed to grant a subsidy of £20,000, affords also but a minimum of advantage to Queensland.

On the knowledge that it is the wish of the Imperial Government to mete out strict justice in regard to the subsidies granted to the mail services to the Australian Colonies, I have been induced to ask your Lordship to ascertain whether, in the event of the Government of Queensland, or the Governments of New South Wales and Queensland combined, electing to accept Mr. Fraser's proposal to run this line of steamers, the Treasury would be prepared to pay a portion of the subsidy required.

It has been suggested by Mr. Fraser that for double the subsidy, viz. £130,000 in all, a fortnightly mail service would be undertaken by the Company he represents, *via* Suez Canal and Batavia, branching from there alternately by Torres Straits and Cape Leeuwin to Sydney.

Though this has not in any way been mooted in their Lordships' minute of the 14th August, it is a question for consideration whether, when telegraph communication is completed, and the San Francisco Mail Service in working order, the carrying out of this scheme (even if some two or three days more than by the present service were demanded) would not be the best suited to all the interests of the Continental Australian Colonies.

If in the first instance the monthly route from England *via* Torres Straits was adopted, the necessity for the Singapore-Sydney branch, as at present proposed, would be done away with, and Mr. Fraser, if the successful tenderer for the latter line, would agree at any time to the merging these two lines into one.

The proposal in regard to the through route of Mr. Fraser was sent out by the last mail, and I am desirous, if possible, before that mail leaves Galle, to telegraph the views of the Treasury on the matter of subsidy, in order that if a favourable reply is given, more matured and detailed plans may be completed at once.

I have, &c.,
 RICHARD DAINTREE,
 Agent-General.

Enclosure 3 in No 10.

Mr. H. S. HOLLAND to Mr. RICHARD DAINTREE.

SIR,—

Downing Street, 26th October, 1872.

In answer to your letter of the 15th instant, I am directed by the Earl of Kimberley to acquaint you that the proposals of Mr. Fraser with regard to the Australian Mail Service have been communicated, together with your letter, for the consideration of the Lords Commissioners of the Treasury.

I have, &c.,

H. S. HOLLAND.

No. 11.

The Hon. the COLONIAL SECRETARY, Queensland, to the AGENT-GENERAL for QUEENSLAND.

SIR,—

Queensland, Colonial Secretary's Office, Brisbane, 28th December, 1872.

I have the honor to acknowledge the receipt of your letter of the 31st October last, with enclosures in continuation of the correspondence on the subject of the mail service from Singapore to Brisbane, in which mention is made of the interviews you have had with Mr. Fraser, both in Glasgow and London, with a view of inaugurating a line of steamers to carry emigrants and mails direct from England, *via* Torres Straits, every lunar month.

Mr. Fraser, in submitting his proposal for a new service direct from England, appears to consider the provisional agreement assented to on the 14th October, 1871, as an absolute contract, binding upon this Government, which he proposes to cancel, and to substitute, in lieu thereof, a fresh contract under and subject to the conditions in his letter to you of 14th October last.

As you are already in possession of the correspondence that has taken place in connection with former negotiations between the Government and Mr. Fraser for the steam service as originally proposed between Sydney and Batavia, *via* Queensland and Torres Straits, forwarded under cover of a letter of 29th ultimo (72-344), from this office, you will readily perceive that Mr. Fraser is mistaken in his views as to the nature of the conditional agreement referred to, and which, for the reasons disclosed in the correspondence, has been broken off.

When Mr. Fraser writes of "the preparations made by him for opening early next year a four-weekly mail service in terms of the provisional contract entered into by him with the Queensland Government on 14th October, 1871, and sanctioned by the Parliament of this Colony in April of the present year," he appears to have overlooked the fact that the heads of agreement (which he erroneously calls a contract) assented to as the basis of a contract to be entered into at some future period, required the sanction of the Parliaments interested both in Australia and Holland, which, it is unnecessary to add, has never been obtained, and therefore the agreement naturally fell through without any further action on the part of this Government.

Mr. Fraser lays great stress upon his having been misunderstood when represented as having expressed his intention, at an interview with yourself, to retire from his previously proposed contract—intimating that he was still prepared to complete his contract for the Batavia-Queensland route on the basis agreed upon.

Mr. Fraser, however, must be aware that his agents in Sydney, Messrs. Eldred and Spence, in their letter of 23rd October last, forming part of the correspondence referred to, had already informed this Government, on his authority, that the Dutch Government were opposed to a monthly mail service *via* Torres Straits, and that they "had withdrawn from the proposed combination for granting a mutual subsidy."

In the same letter a proposal was indeed submitted to undertake the service between Singapore and Sydney *via* Torres Straits, in terms of the provisional contract of October 14th, for the reduced subsidy of £25,000—"provided that the contract was made for ten years, and for the first twelve or eighteen months that the maximum speed was put at $8\frac{1}{2}$ instead of 9 knots an hour, whilst all troublesome restrictions and vexatious fines were to be omitted in the contract, and everything was to be entered into on the most liberal footing."

Messrs. Eldred and Spence were informed in reply that, apart from other considerations, the withdrawal of the subsidy to be contributed by the Government of Netherlands-India, the reduced maximum speed, and other conditions insisted upon, rendered it unnecessary to enter into any further negotiations with Mr. Fraser for the service.

A copy of the letter of Messrs. Eldred and Spence in reply, dated 28th November last, is subjoined for your information, which closes the correspondence on the subject up to the present date.

I have now only to express a hope that my instructions, conveyed by telegram of 13th November last, and confirmed in my subsequent letter of the 29th of the same month, to call for tenders for a mail service every four weeks from Singapore, on the basis of Mr. Fraser's former agreement, have been carried out.

I have, &c.,

A. H. PALMER.

Existing Means of Telegraphic Communication between Europe, the East, and Australia.

[Laid before the Conference by Mr. VOGEL.]

COMMUNICATION by Electric Telegraph between Australia and Europe and the East is now effected by the following means:—

Hobart Town to Low Heads, Tasmania, land line, 172 miles.

Low Heads to Flinders, Western Port Bay, Victoria, submarine cable, 185 miles.

Flinders to Melbourne, land line, 70 miles.

Melbourne to Mount Gambier, land line, 305 miles.
 Mount Gambier to Port Darwin, land line, 2,320 miles.
 Port Darwin to Banjowangie, Java, submarine cable, 1,186 miles.
 Banjowangie to Batavia, land line, 480 miles.
 Batavia to Singapore, submarine cable, 565 miles.
 Singapore to Penang, submarine cable, 405 miles.
 Penang to Madras, submarine cable, 1,409 miles.
 Madras to Bombay, land line, 600 miles.
 Bombay to Aden, submarine cable, 1,819 miles.
 Aden to Suez, submarine cable, 1,462 miles.
 Suez to Alexandria, land line, 224 miles.
 Alexandria to Malta, submarine cable, 924 miles.
 Malta to Gibraltar, submarine cable, 1,120 miles.
 Gibraltar to Falmouth, *via* Lisbon, submarine cable, 1,154 miles.

Communication to China is effected by cable from Singapore to Hong Kong.

The cost of a through message from Victoria to London is £9 8s. 6d. for twenty words, including address and signature.

The comparative cost of messages transmitted by the different sections mentioned above is shown in the following return, and also the proprietary of the different lines.

COMPARATIVE STATEMENT of Overland and Cable Telegraph Rates.

Lines.	Proprietary.	Land Line.		Cable.	
		Number of Miles.	Rate for Twenty Words, half additional for each Ten Words.	Number of Miles.	Rate for Twenty Words, half additional for each Ten Words.
VICTORIAN. From the remotest station in Victoria (Wodonga) to the South Australian Border Station (Mount Gambier).	Victorian Government	508	£ s. d. 0 2 0	...	£ s. d. ...
SOUTH AUSTRALIAN AND FOREIGN. From the South Australian Border Station (Mount Gambier) to Port Darwin.	South Australian Government	2,320	1 0 0	...	... *
Port Darwin to Banjowangie	British Australian Company ... ..	...	...	1,186	2 14 0†
Banjowangie to Batavia	Netherlands-India Company	480	0 4 0	...	...
Batavia to Singapore	British Australian Company ... ..	...	...	565	1 1 0
Singapore to Penang	British Indian Extension ... ..	...	...	405	0 16 0
Penang to Madras	Telegraph Company ... ..	...	...	1,409	1 10 0
Madras to Bombay	Indian Government	600	0 8 6	...	...
Bombay to Aden	Eastern Telegraph Company ... ..	...	...	1,819	2 0 0
Aden to Suez ... ..	" " ... ..	...	...	1,462	2 0 0
Suez to Alexandria	" "	224	0 4 0	...	...
Alexandria to Malta ... ..	" " ... ..	...	...	924	1 0 0
Malta to Gibraltar ... ..	" " ... ..	...	...	1,120	0 10 0
Gibraltar to Lisbon ... ..	" " ... ..	...	...	300	0 3 4‡
Lisbon to London ... ..	" " ... ..	...	...	854	0 10 6§
ENGLAND TO AMERICA. Atlantic Cable	Atlantic Telegraph Company ... ..	...	...	1,896	... ||
VICTORIA TO TASMANIA. Bass's Straits Cable	Maintenance and Construction Telegraph Company.	...	...	185	... ¶
CHINA EXTENSION. Singapore to Hong Kong	China Extension Company ... ..	...	...	1,400	2 10 0
Hong Kong to Shanghai ... ..	" " ... ..	...	...	800	1 5 0

* Approximate cost of overland line from Port Augusta to Port Darwin, 1,850 miles, £350,000.

† Cost of cable between Port Darwin and Banjowangie, £324,000.

‡ Limited by concession to 3s. 4d.

§ Through message of twenty words from Victoria to London costs £9 8s. 6d.; distance per land lines and cable, 14,176 miles.

¶ Rate—£2 for ten words, and 4s. each additional word, including address and signature.

|| Cable rate—4s. for ten words, and half-rate for every additional five words. Land lines:—Victorian—1s. for ten words, and 1d. for each additional word; Tasmanian—1s. for ten words, and 1d. for each additional word. Total cost of through message of ten words, Victoria to Tasmania, 6s. Cost of Bass's Straits Cable, £70,000.

Paper on the subject of a Second Submarine Cable to connect Australia with England.

[Laid before the Conference by Mr. SAMUEL.]

THE second submarine cable to connect Australia should be taken from the mouth of the Norman River, Gulf of Carpentaria, the present terminus of the Queensland lines, touching at Macassar, and joining the China Company's lines at Singapore.

The length of this line will be about 2,600 knots, and the cost (say) £800,000.

A company in England, no doubt, will be very willing to construct and lay this cable, if guaranteed

by the several Colonies interested at the rate of 5 per cent. on the capital, amounting to £40,000 per annum.

If this line is constructed, an independent means of communication between the Colonies and Europe will be opened, except the section belonging to the Indian Extension Company, from Singapore to Madras; and there is every reason to believe that a cable will shortly be laid between Calcutta and Singapore, which will provide a distinct wire *via* the Indo-European lines from Sydney and Melbourne to London.

There are several reasons why this second line should be provided. 1st. A duplicate line is necessary to insure continuous communication, which one line can hardly be expected to furnish. 2nd. By competition, to reduce the present high rate of tariff, which is almost prohibitory. 3rd. The laying of a second cable will better meet the requirements of the public than by subsidizing the present cable with a view to the reduction in the charges.

Probable scale of charges by the proposed cable and Indo-European line:—

	£	s.	d.
Sydney to Norman	0	10	0
Norman to Singapore	2	0	0
Singapore to Madras*	1	13	2
Madras to London*	2	12	5
	£6	15	7

But these rates, there is no doubt, can be considerably further reduced.

Paper on the subject of a proposed Cable from Norman Mouth to Singapore.

[*Laid before the Conference by Mr. PALMER.*] •

MEMORANDUM to the Hon. A. H. Palmer, Sydney.

Sydney, 5th February, 1873.

It is considered necessary to carry the proposed cable from Norman Mouth direct to Singapore, in order to avoid the two opposition cables belonging to the British-Australian Telegraph Company and the lines in Java, which latter are worked by Dutch operators.

By extending the cable from Norman Mouth to Singapore (excepting the Indian Extension Company's cable, 1,800 miles in length), we should open up a second route from Australia to Europe, the lines being worked throughout by English operators, and on completion of the projected line between Calcutta and Singapore an independent means of communication with the United Kingdom would be secured.

If this proposal is carried out, a considerable reduction in the charges on International messages will necessarily follow.

The present charge for a message of twenty words from Brisbane to London is £9 15s. 6d.

By the proposed line as follows:—

	£	s.	d.
From London to Madras by Indo-European line	2	12	5
From Madras to Singapore	1	13	2
From Singapore to the Norman (proposed rate)	2	0	0
Norman Mouth to Brisbane	0	2	6
	£6	8	1

or £3 7s. 5d. less than the rate charged on the existing line; and a further reduction would doubtless take place, were the proprietors of the Submarine and Indo-European lines communicated with.

A proposal has been made to offer the British-Australian Company a subsidy amounting to some £30,000 per annum in order to induce the directors to lower their rates. This is not at all necessary, as the line recommended would not only secure constant communication with Europe, but also be the most direct means, by competition, of reducing the charges to a minimum.

The 2,600 miles of cable required for the Norman-Singapore section, as per the Indo-Australian Company's offer for a Java cable, would cost £904,461, and the 5 per cent. guarantee would amount to the sum of £45,200 per annum.

The proposed cable, as per Messrs. Siemens and Co.'s offer, No. 2, could be manufactured and submerged for £892,700, and the annual 5 per cent. guarantee asked for by that firm would slightly exceed £44,600. It should be understood that the Colonies interested would not be called upon for payment unless the receipts were less than 5 per cent. interest on the capital invested after paying working expenses, and then only in proportion to the deficit.

W. J. CRACKNELL.

Adelaide and Port Darwin Telegraph.

[*Laid before the Conference by Sir HENRY AYERS.*]

REPORT by Mr C. TODD, C.M.G., on the Construction and Completion of the Adelaide and Port Darwin Line of Telegraph.

Post Office and Telegraph Department, Telegraph Branch,

SIR,—

General Post Office, Adelaide, 1st January, 1873.

Having received the last of the sectional reports only a few days since, and as I still require

some documents and maps, which will take some time to prepare, to complete the information I want, I am unable to furnish the Government with a general report on the telegraph from Adelaide to Port Darwin, constructed under my superintendence, in time for the outgoing mail leaving on Friday next, the 3rd instant. As, however, statements disparaging the stability of the line have been very freely circulated, I think it undesirable that the mail should leave without an official and emphatic denial from me of the truth of the statements, made, as is alleged, on good authority. I have therefore drawn up a brief report on the whole of the line, which I have now the honor to furnish. Having personally inspected the line from the Daly Waters southwards in the course of my overland journey, as well as portions of the line at Port Darwin and Southport, I am able to speak from personal knowledge in confirmation of the reports of the chief officers employed, as to the substantial manner in which the line has been constructed.

This report being a very brief one, and intended only as preliminary to a general report, which I hope shortly to be able to furnish you, I have not entered into any lengthened description of the country, nor is there time to collate all the reports from the different sections. As, however, Mr. Patterson's name has been mentioned as the chief authority for the disparaging statements referred to, I have thought it only just to that officer, he having both verbally and in writing denied that the statements were made on his authority, to enclose you his final report, that it may be published with this, should the Government deem it desirable. The other reports, as well as Mr. Patterson's, will of course be appended to my general report.

BAGOT'S CONTRACT.

On Bagot's contract, extending 509 miles from Port Augusta, or to latitude $26^{\circ} 52'$ south, the poles are pine and gum, the latter being mostly considerably over the specified size. There are also about 1,500 iron poles, planted generally alternately with wooden poles, distributed over the line north of Chambers' Creek. Considerable delay occurred in completing this section, which was commenced in October, 1870, owing to the absence of suitable timber over 300 miles of the line; but by allowing the contractor to put in at first only ten poles to the mile, on the northern end of the contract, the wire was suspended by the beginning of January, 1872, and communication established with the MacDonnell Ranges on the 3rd of January. The full complement of twenty poles to the mile were filled in subsequently, and the contract was satisfactorily completed about the end of March. From personal inspection I am able to report it a most substantial line, which will stand for a number of years with very little attention. This section was constructed under the supervision of Messrs. Babbage and Abbott, the former having charge, till he left for England, of the northern half.

On this section, and throughout the whole of the line, a lightning-conductor has been placed on every alternate pole. It consists simply of a piece of ordinary wire, stapled very securely on to the side of the pole, terminating in a coil beneath the butt, so that it cannot be withdrawn.

They have proved an effective protection from lightning, for although the line for many hundreds of miles passes over treeless plains, and is exposed to thunderstorms of great severity and extent, we have scarcely had a pole destroyed by lightning. The only interruptions caused by lightning have occurred where iron poles have been used. Since the line was opened on 22nd August, we have had three interruptions, all of which have arisen from this cause, and have happened on the same section and in the same locality, viz. on the iron poles north of the Hamilton, on the section between the Peake and Charlotte Waters. The lightning, in each instance, smashed several insulators, leaving the wire in contact with the iron pole, thus making "earth" and stopping the communication.

To obviate this in future, I have had a short length of stout wire led from the line wire down the face of the insulator, and brought within three-eighths ($\frac{3}{8}$) of an inch of the top of the iron pole. This has been done to every iron pole, and will, I think, protect the insulator. I am having the same done on the wooden poles furnished with lightning rods between the Katherine and Port Darwin, where iron insulator-pins have been inserted during the last dry season.

CENTRAL SECTIONS.

The central sections—respectively designated A, B, C, D, and E, extending from $26^{\circ} 52'$ to $19^{\circ} 30'$, or 626 miles—were completed before the end of 1871, so that had our operations in the Northern Territory been equally successful, the line could easily have been opened by the 2nd or 3rd January, 1872.

Section A.

Constructed by Mr. R. R. Knuckey, extends from latitude $26^{\circ} 52'$ to $25^{\circ} 30'$, a distance of 120 miles. On the north end of Bagot's section, and on this as far as the Goyder, the line passes over a considerable extent of very rough stony table land, of slight elevation above the surrounding country, from which it rises in gradual slopes. This stony country is wholly destitute of trees, but is well grassed, though there are patches often met with of several acres in extent utterly bare of vegetation, thickly covered with a layer of stones. The stones, which are mostly quartzose sandstone, stained externally with iron, seem wholly confined to the surface, lying on or, if large, embedded in the loose friable loam, the latter being of a reddish colour, reduced to a very fine powder, and in some places (south of Section A) largely mixed with gypsum in various stages of decomposition. At the Hamilton and north of the Goyder, the line traverses well-grassed sandhills, covered with mulga and various kinds of acacias, many of which were in full flower when I passed. An abundance of fine water is to be found in large deep waterholes in the Stevenson, in the Goyder, close to the Charlotte Waters Station, and, I believe, in the Finke to the westward, and most of this country is well grassed. The creeks are lined with stunted box, gum, and myall; but very little serviceable timber was obtainable till near the Finke, towards the north end of the section, where an abundant supply was found, which continues up the Finke and Hugh as far as the MacDonnell Ranges. Iron and wool poles are planted alternately from the south end of the section to the angle south of the Stevenson, a distance of thirty

miles. The wooden poles are stout gum saplings of about 10 inches at butt and 5 or 6 at the top. I did not see a single bad pole on the line. Twenty to the mile are planted throughout. The line has been laid out with judgment, crossing the creeks at the best places and at right angles, and carefully avoids low lands subject to inundation.

Section B.

Constructed by Mr. G. R. McMinn, extends from latitude $25^{\circ} 30'$ to $24^{\circ} 0'$, or 142 miles 9 chains. It was commenced in February, 1871, and completed in every respect by the 15th November following, when, in accordance with instructions, Mr. McMinn went north to complete Section C, Mr. Mills, the officer in charge of that section and his party going forward to the north end of Section E, to assist Mr. Harvey.

The line on Section B follows, within a short distance, the Finke to its junction with the Hugh, a little south of latitude 25° , and keeps a general northerly direction to the junction of the Alice and Hugh, from whence it follows the Hugh, making a considerable detour to the north-west, passing through the Hugh gorges of the James and Waterhouse Ranges, joining on to Section C at the latter. It crosses the Finke and Hugh several times, but is quite safe. At the first or Marchant's Crossing of the Finke, immediately north of Section A, the line was carried away in January, 1872, but Mr. McMinn has now planted a mast on either side at some distance from the bank. On the south side the mast is 52 feet long, planted 8 feet in the ground, and on the north side, which is higher, 39 feet. Both masts are securely struttled and stayed, and the longer one is built round with several tons of large stones. For about sixty miles along the Finke the line crosses heavy sandhills, covered for the most part with spinifex and low bushes, relieved in places by clusters of fine black oaks (*Casuarinas*); but the country improves north of this, and is generally good and well grassed. Water is found in many places in the Finke, Hugh, and the smaller creeks running into them—at Marchant's Springs, Mount Musgrave, Polly's Springs (horseshoe-bend on the Finke), at St. Patrick's Camp, Whinham Springs (near Mount Burrell), first crossing of Hugh, Krage's Creek, junction of Minnie Creek and Hugh, Stuart's Camp (in the James's Range), McClure's Springs, and Owen's Springs.

The poles throughout this section are sound good gum saplings, rather over than under the specified size. I did not see a bad pole on the line, which was substantially constructed throughout.

There are white ants on the sandhills and on the flats near the Finke, but they have made very little impression on the poles as yet. Some poles which had been in the ground for nineteen months were recently taken out by Mr. McMinn, who found that the white ants had commenced at the foot of the pole, where they had eaten out a hole about the size of his finger.

I quite concur in Mr. McMinn's recommendation that iron poles should be planted, when necessary to repole, alternately with wood on the sandhills, but on the other portion of the section no white ants have been seen; and, as timber is plentiful in the Finke and Hugh, there may be no occasion to use iron poles.

Section C.

Constructed by Mr. W. W. Mills, extends from latitude 24° to $22\frac{1}{2}^{\circ}$, or 131 miles; was commenced March 22nd, and finished December 29th, 1871. The section starts from Lawrence's Gorge, on the north side of the Waterhouse Range, from whence the line crosses a well-grassed mulga plain, following up the Hugh, and then the Jay, both of which are splendidly timbered, to the foot of the MacDonnell Ranges, where it crosses a low gap, and turns abruptly to the eastward, keeping between rugged parallel ridges for several miles, to Fenn's Gap, where a practicable crossing was found, leading generally north-east to the Alice Springs (where a station has been built), and finally emerges from the range about twelve miles north. Leaving the MacDonnell Ranges the line crosses the Mulga Plains to the Reynolds Ranges, keeping to the west of the Strangways Range, and crossing a low gap in the intervening Hann's Range. The plains are well grassed, but the mulga is very dense in places, and water is scarce, but can be obtained by sinking on the flat. A native well was opened one mile to the west of the line, near the Burt, twenty-five miles from the MacDonnell Ranges, which yields a permanent supply at a depth of only 10 feet. The next water is found thirty-five miles further on, at a native well in the gap, at Hann's Range. A well 50 feet deep was sunk in the Burt, but yielded only a small supply.

Mr. Mills discovered a running brook in the Strangways Ranges, nine miles north-east of the line, which he believes to be permanent, as it was still running when he last saw it in July, 1871, the middle of the dry season. Owing to the scarcity of surface water between the MacDonnell and Reynolds Ranges for a distance of seventy miles, and the absence of suitable timber, the construction of this portion of the line was attended with considerable difficulties. With few exceptions, however, the line is equal to what we have in the settled districts. From the Waterhouse to the north side of the MacDonnell Ranges, the poles are all good full-sized gum poles. Between the MacDonnell and Reynolds Ranges they are not so good, but are quite sound; and in the mulga there are more white ants, the soil being a light red sandy loam, splendidly grassed.

Section D.

Constructed by Mr. A. T. Woods (who was also the Superintendent of the five central sections), extends from latitude $20^{\circ} 30'$ to 21° , or $124\frac{1}{2}$ miles. This section follows for a considerable distance the Woodforde, Hanson, Stirling, and Taylor Creeks, from which the poles have been got. The supply was not very abundant, and difficulty would I fear be experienced in getting more near the line. About 500, or 25 miles of poles, were obtained from the Woodforde, which was stripped of all its serviceable trees for a distance of fifteen miles. The line follows the Woodforde for about thirty miles, where the creek ceases to have any defined channel, though it no doubt in high floods runs into the Hanson, which the line follows for nearly twenty miles. Leaving the Hanson the line crosses the Taylor ten miles on, and then passes over the Forster Range between Mounts Mann and Gwynne to Barrow's Creek, where we have a station, and again crosses the main channel of the Taylor, twenty-two miles beyond Barrow Creek Station.

The line throughout this section has been erected in a most creditable manner. The poles are straight, of the full size, and are a very hard description of gum timber, which should, I think, last a number of years. The flats into which some of the creeks run will yield a limited supply of gum saplings for repairs, and there is probably a reserve left in the Hanson below the line; but no doubt eventually we shall have to place iron poles on this and the adjoining section.

The country is generally well grassed, and admirably adapted for stock. Mr. Woods, in his report, remarks, "Adjacent to this part of the line is some very good stock country, not only open and attractive in appearance, but probably the most healthy country for stock north of the MacDonnell Ranges, perhaps on account of the prevalence of salt bush, which is deficient or altogether absent elsewhere. There is much good grazing country throughout the length of Section D. The grasses are not rank; they are varied and nutritious, our stock thriving well. By judicious burning, green grass can be secured throughout the year, many of the grasses being perennial." There is a large admixture of spinifex; but after burning, other grasses spring up with it.

With regard to water, in ordinary seasons, there is probably an ample supply all the year round, and can generally be got by sinking in the sand in the creeks, which have an uneven clay bottom, covered with sand. Mr. Wood states that the clay is very tenacious, and that wherever from inequalities in the bed of the creek a hollow basin is formed, water can be obtained by sinking in the sand. There is at present a large supply at the Barrow Creek, where the spring has been running since it was first opened out; but as a precautionary measure I would advise two or three wells to be sunk in the most likely places, by which means I have not the slightest doubt that a permanent supply could be obtained in the driest seasons.

The white ants are not very numerous on this section, and up to the present time have done little or no damage.

Section E.

Constructed by Mr. W. Harvey, extends from latitude $21^{\circ} 30'$ to $19^{\circ} 30'$, or 107 miles 76 chains. Mr. Harvey also erected 82 miles 16 chains 41 links of the line north of Section E to latitude $18^{\circ} 26\frac{1}{2}'$, or in all over 190 miles of line, having the assistance of Mr. Mills for a few months.

Leaving Adelaide in August, 1870, he did not reach his work till the 24th May, 1871, the first poles being planted on the 1st June, and the wire was stretched to the end of his section (E) by the 1st November following, the last thirty-four miles having at first only ten poles to the mile, according to my instructions despatched by special mail in July, or immediately I had reason to fear delay on the northern side. Mr. Harvey then pushed on north of Section E, and, as just stated, extended the line another eighty-two miles. The intermediate poles, making twenty to the mile throughout, were planted before he left the work.

The country in this section, and more so to the north of it, is rather poor, the soil being mostly an intermixture of sand and clay, covered with spinifex and low scrub, except immediately along the creeks, where the soil is richer and the flats are well grassed. Here and there are belts of mulga, where grass is generally plentiful. The ranges, which are mostly quartzose sandstone resting on granite, nowhere rising over 600 feet, seldom so high, are covered with spinifex. In some places vast boulders of granite are scattered on the surface, lying singly or piled up in curious fashion to a considerable height. Quartz reefs are frequently met with, and a soft micaceous clay slate, nearly vertical and running north and south.

Mount Samuel, a quartzose sandstone hill, some 250 or 300 feet high, a little to the west of the line, is crowned with immense ironstone rocks, highly magnetic—every fragment being polarized, rendering the compass-needle of the theodolite useless.

Timber of any size is wholly confined to the creeks; and there the description suitable for telegraph poles is by no means plentiful. Mr. Harvey had considerable difficulty in procuring the quantity required, having to cart poles long distances. Many of the poles on the northern end of Section E, and from there to the end of Mr. Harvey's work, are small and very crooked; they were, however, the best he could procure. The bulk of the poles are full-sized and good; the others, although unsightly and small, are sufficiently substantial, and will probably last as long as the rest. When this section is re-poled I would advise iron throughout; indeed, iron poles for the north end of the section have already been provided.

North of the Gilbert the white ants become more numerous, and a beetle termed the borer also becomes numerous and destructive to the poles and insulator pins.

The best-watered creeks on Mr. Harvey's section are the Bonney, Tennant's Creek, and Attack Creek, the first and last being probably permanent. A well has been sunk at the station on Tennant's Creek. Water is found in most of the other creeks, lasting for some months; and two or three wells were sunk, which require timbering.

NORTHERN TERRITORY.

Patterson's Section.

This brings me to the section constructed by Mr. Patterson, extending from the north end of Mr. Harvey's work, lat. $18^{\circ} 26'$, or 533 miles from Port Darwin, to the King 225 miles, from Port Darwin 308 miles. Commencing at the north end, the line, after crossing the King, takes a general S.E. course, crossing the Elsey Creek at 281 miles, and thence follows the Birdum to the Daly Waters (where a station has been built), 368 miles from Port Darwin. The line then takes a more southerly course, passing to the east of King's and Frew's Ironstone Ponds, across Sturt's Plain to the north end of the Ashburton Range. Passing between the range and the Newcastle Waters the line enters the range at the Watson, crossing Powell's Creek, where it passes over to the east side of the range.

With the exception of about thirty-five miles of line south of the Elsey, and a few miles north, where the poles are small, a better line could not have been erected. The first seventeen miles south of the King, cypress pine (*Callitris*), which the white ants do not appear to touch, have been used

throughout, and from fifty miles north of the Daly Waters, and for a long distance south, we have splendid poles—bloodwood, gum, and ironbark, the majority of them much over the specified size.

From the Newcastle Waters southward, timber, which to the northwards was generally thick, involving heavy clearing, becomes scarce, the trees being too stunted; but by dint of searching fair average sized poles were found. The white ants are numerous, especially north of the Lawson, and most of the timber is stunted and piped, but with good care sound poles can always be picked out.

Between the Daly Waters and the Elsey Creek, it was supposed there was no water after the middle of the dry season; but the discovery of a fine water-hole, a few days since, at the very end of a long dry season, has removed one great difficulty, and it will probably be necessary to sink only one well between the water-hole and Elsey Creek. Even as it is, the newly discovered water-hole will make the whole of this piece of line easily accessible for repairing purposes at all seasons.

South of the Daly Waters I do not anticipate any difficulty, as heavy repairs will always be made at the most favourable season of the year, and the discovery of the fine springs called the Renner Springs, about eighteen miles south by the line of Powell's Creek, makes the road quite safe as regards water at all times.

Darwent and Dalwood's Section.

I have now only to refer to the section constructed under Messrs. Darwent and Dalwood's contract, from Port Darwin to the King, 225 miles. This being the oldest piece of line (commenced in September, 1870), I was more anxious about it, especially as it was in a disabled state during a great part of the previous wet season.

I have had it thoroughly overhauled, every bad pole taken out, and between Port Darwin and the Katherine iron pins have been substituted for the ironbark pins, which, although soaked in boiling petroleum, were found to attract the white ants and the boring beetle. The result after examination is, that out of 225 miles of line it has been necessary up to the present date to replace about 150 poles, destroyed by bush fires, white ants, and dry rot, which, I think, is sufficient to show that the line was faithfully built. I feel it only due to the overseers of the work, Messrs. W. McMinn and R. G. Burton, to say that I am perfectly satisfied that they efficiently protected the interests of the Government, and were faithful to their trust. Whilst the fact that since the opening of the line in August last there has not been a single interruption between the Charlotte Waters and Port Darwin, a distance of nearly 1,200 miles, although we have had frequent and severe thunderstorms raging over many hundreds of miles, and a cyclone which blew down several thousand trees on the line, should be sufficient to remove all anxiety for the future, and to prove that the line is strong and has been constructed in a proper manner.

In a country so abounding with white ants as the Northern Territory, it is not pretended that wooden poles will last as long as elsewhere. Had I thought so, I certainly should not have advised the Government to order 6,000 iron poles, in addition to the 500 previously sent to the Northern Territory (now at Southport), and the 2,500 on the southern portions of the line.

With regard, then, to the state of the line generally, I can faithfully and honestly assure the Government that it has been substantially built throughout, and, that with very few and unimportant exceptions, I have every reason to believe, from the reports of my officers as well as from my own personal observation, that the poles are sound, and of the full size specified. As explained in my letter of December 2nd, my principal reason for ordering the iron poles now was that they could be more expeditiously and economically carted now while we have a large number of acclimatized teams, both horses and bullocks, in the territory, than we could do at any future period; besides which I think it desirable to have the iron poles on the ground to take the place of the wooden ones as they decay, to the extent it is intended to use them.

My present idea is, that we should gradually introduce iron poles, planting them alternately with wood where suitable timber is plentiful and near at hand, and consecutively where timber is inferior and difficult to get.

In the Northern Territory it will probably be found desirable to have iron and wood alternately from Port Darwin or Southport to the Newcastle Waters, unless experience should show that the pine, bloodwood, paperbark, and ironbark poles escape the ravages of the white ants. From south of the Newcastle to the MacDonnell Ranges, it may be well to look forward to re-poling with iron throughout. From the MacDonnell Ranges to some distance south of the Charlotte Waters, timber is easily procurable, and, at most, alternate iron poles will be sufficient. From here to Leigh's Creek we have nearly 2,500 iron poles in already, and as the wooden poles decay, we shall do well to substitute iron. Having 9,000 iron poles, either on the ground or provided for, it will be obvious that we shall only require to introduce the remainder gradually, spreading the expense over a series of years.

STATIONS.

We have the following stations on the line, commencing north from Port Augusta:—

	Distance from Adelaide.
Beltana	355 miles.
Strangways Springs	545 "
The Peake	636 "
Charlotte Waters	804 "
Alice Springs	1,036 "
Barrow Creek	1,207 "
Tennant's Creek	1,354 "
Powell's Creek	1,467 "
Daly Waters	1,605 "
The Katherine	1,771 "
Yam Creek	1,848 "
Palmerston, Port Darwin	1,973 "

Temporary stations have also been placed during the wet season at the Alberga, between the Peake and Charlotte Waters, and at the Elsey, between the Daly Waters and the Katherine.

At Beltana we have only a small iron hut as a temporary accommodation, and at the Strangways Springs the operator is lodged at Messrs. Warren and Hogarth's station. At both of these places, we shall have to build a station. It may perhaps be desirable to remove the operator from Strangways Springs to Mount Hamilton, which would better divide the distance between Beltana and the Peake.

At the Peake, Charlotte Waters, Alice Springs, and Barrow Creek, we have built substantial stone stations of eight or nine rooms, roofed with galvanized iron.

At Tennant's Creek we have at present only a wooden hut of three rooms, till it is finally decided whether the station shall be there or at Attack Creek. But the galvanized iron for roof, and other materials, are on the spot.

We have only a temporary hut at Powell's Creek, the building material being at the Roper.

At the Daly Waters, a large and substantial log house of six rooms, roofed with galvanized iron, has been built, building stone and lime not being procurable.

A similar station is being built at the Katherine.

At Yam Creek we have put up a substantial three-roomed hut, built of cypress pine, and roofed with galvanized iron. It is nearly completed.

At Port Darwin it was necessary to provide offices and quarters for the staff of the British-Australian Telegraph Company, in addition to the offices and quarters for our own staff. We have therefore had to erect a very large building, consisting of a central building and two wings. The central building comprises three offices, one of which is used by the British-Australian Company. The other two are used by the department, one for an operating-room, the other for the public on the business of the Telegraph, Post Office, and Customs. The South Australian quarters comprise a house of five large rooms, a detached kitchen and bathroom for the station master, and two detached rooms for one assistant operator, the men being accommodated in adjoining huts of wattle and dab. The British-Australian quarters consist of a long range of buildings, containing ten rooms in all, being quarters for the resident superintendent and five assistants. The rooms are large, one being a billiard-room and library, a handsome billiard-table and a good collection of books being provided by the company, who have also given their officers a light rowing gig.

The buildings are of stone, roofed with iron, and are surrounded by a broad verandah; the floors are concrete, to prevent the woodwork being destroyed by white ants. There are also outbuildings for stables, stores, workshops, &c., and two large underground tanks, each capable of holding 12,000 gallons of water. The buildings stand on four acres of ground fenced in, and half of which has been conveyed to the company, who, of course, pay for the cost of their portion of the building.

The site chosen is the one originally recommended by me, on the Esplanade, near the Government residence, facing the harbour, of which a fine view is obtained.

It may be well to remark in connection with this portion of my report, that in the interior we have six persons at each station—viz., the station-master, assistant operator, and four men. There are also about twenty horses, draught and saddle, and in most cases a team of bullocks, besides spare bullocks for food. The stations are all well provisioned, most of them up to the end of 1874.

SURVEY OF ROPER.

Before leaving the Roper I gave Captain Lawrie instructions to take a complete set of soundings in the Roper, from its mouth up to the landing, to buoy and beacon the bar and channel, placing substantial beacons on the north, and where required on the south bank, between the bar and the river entrance; to mark by beacons, lopped trees, or otherwise, the position of all rocks and shallows in the river; to plot, on a general plan of the river, the deep water channel, and depth of water at low water springs; and to keep a record of the rise and fall of tide, a tide board being fixed at the landing. This appeared to me to be the most profitable way in which I could employ the *Young Australian*. I have not yet received Captain Lawrie's report, but I understand he has carried out my instructions with much intelligence and zeal. From a telegram received from him, dated August last, he says that the upper river had fallen considerably, but there was little or no difference in the depth of water below Garden Reach, and that there, on the bar, there was a foot more water than is shown on chart, so that the river, in the driest season, is navigable for vessels drawing twelve feet for forty miles; above that there are the two pinches I have before mentioned in the Omeo, and three island reaches, where there is not more than ten or eleven feet, which are the chief obstacles to navigation higher up the river. The channel, however, could be easily deepened by dredging at these points where there is any necessity for it.

STOCK LEFT AT THE ROPER.

The following quantity of stock and plant were left at the Roper landing by Mr. Patterson, most of which will be available for carting the iron poles next season, viz.:—

Stock	...	...	...	...	{	174 horses.
					{	325 bullocks.
					{	16 horse waggons.
					{	4 spring-drays.
Plant and equipment	...	...	...	...	{	17 bullock waggons.
					{	13 bullock drays.
					{	32 saddles, harness, &c.

In addition to these, forty-one horses and six bullocks have since been sent down to the landing from the Daly Waters; but four teams of horses and two teams of bullocks have been sent to the Katherine with balance of station loading and building materials since this return was compiled, and Mr. Patterson fears that 30 per cent. of the draught horses will be useless.

FINANCIAL RESULT.

Even a preliminary report, such as this, would not be complete without some statement as to the amount of business passing over the line, and the following tabular statement, showing the number of messages and gross receipts since cable communication was restored on October 21st up to the end of the year, is not without interest.

TABLE showing the Number of Cable Messages, the Gross Receipts thereon, and the net Proportion due to South Australia, between October 21st and December 31st, 1872.

1872.	Number of Messages.		Cash Receipts in Australia.	Cash Receipts elsewhere.	Proportion of Receipts due to S. Australia.
	From Australia.	To Australia.			
Week ending October 26	153	148	£ 1,662 17 5	£ 1,405 3 8	£ 353 5 0
" November 2	87	137	1,043 10 6	1,347 13 9	269 0 0
" " 9	86	98	985 7 3	1,023 2 6	226 10 0
" " 16	66	98	865 10 0	715 16 5	197 16 6
" " 23	58	75	566 12 9	920 10 9	166 10 0
" " 30	83	110	748 4 9	1,342 2 6	235 10 0
" December 7	96	91	1,093 1 0	969 15 9	229 0 0
" " 14	44	69	499 15 3	856 0 6	146 10 0
" " 21	74	69	820 14 9	790 14 9	181 0 0
" " 28	62	86	675 3 9	1,091 13 0	198 9 3
Three days ending December 31	30	27	271 10 0	358 10 3	70 10 3
Totals	835	1,008	9,232 7 5	10,821 3 10	2,274 1 0

So that the revenue accruing to South Australia on cable messages in the above period (October 21st to December 31st) was £2,274 1s. Od., or at the rate of nearly £12,000 a year; to which must be added the revenue on local messages, which, since the line has been opened, has averaged over £300 a month—the receipts from this source in October and November (which were less than the previous month of September) being £634 5s. 5d.; besides which we find that the opening of the line has largely increased the Intercolonial and general traffic on other lines.

JOURNEY OVERLAND.

With regard to my own movements, it may be well just formally to mention that I finally left the Roper, after having visited Port Darwin, on June 13th, and rode overland, arriving at Beltana on the 19th October. On my way I carefully examined the portions of the line in course of construction, and inspected it generally all through, completing the necessary organizations at the different stations. Having communication with Mr. Patterson and the several working parties, I was enabled to give final instructions with reference to the embarkation from the Roper, establishment of dépôt, and many other matters which I need not specify.

CONCLUSION.

In conclusion, it affords me much pleasure to acknowledge my obligations to the energetic officers and men who have with so much credit to themselves, and in the face of difficulties not easily realized, carried out their part of the work intrusted to them; and I cannot close without making special reference to Mr. R. C. Burton, by whom some of the best sections of the line in the Northern Territory were constructed. There are those, too, whose duties in the office have been most arduous, though their names have not had so much prominence, to whom my thanks are equally due, and are here most cordially given.

I have, &c.,

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.

To the Honorable the Chief Secretary.

SIR,—

Adelaide, 30th November, 1872.

I have the honor to submit herewith, my final report upon that portion of the Overland Telegraph constructed by the officers and men under my command. I purpose confining myself to a general statement of the route of the line, and a brief description of the country passed through, together with some remarks upon the question of water supply for maintenance purposes.

The line was surveyed to the King, by Mr. McMinn previous to his return to Adelaide, and the country from Port Darwin to that point has doubtless been described by that officer. The line after crossing the watershed of the King, 225 miles from Port Darwin, follows the general direction of the Roper Creek, S.E. by E., passing two miles to the westward of Bitter Springs, after which it takes a generally southerly direction, crossing the Elsey at 281 miles, and following the Birdum throughout its course for 112 miles, passing Stuart's Camp at Daly Waters at a distance of 370 miles from Palmerston. At 392 miles the watershed changes to the south, all the waters flowing towards the interior; up to this point the watershed had been to the north, towards the Roper. The line passes six miles to the eastward of King's Ponds, thence still in a southerly direction, passing two miles to the east of Frew's Ironstone Ponds, across Sturt's Plains to the north end of the Ashburton Range, distant from Port Darwin 442 miles. The line then passes between the Ashburton Range and the Newcastle Waters, crossing the Lawson at 480 miles; the range is entered at the Watson Powell's Creek, crossed at 505 miles, and the creek followed up to the summit of the range, from which point the watershed again

changes—all the waters now flowing to the eastward. The junction with Mr. Harvey's work was effected at a point four miles north of the North Tomkinson, and distant 533 miles from Port Darwin.

The country from the King to the Elsey is thickly timbered with gum and ironbark, but the trees are stunted, and before attaining any size are invariably piped by white ants. In the first seventeen miles from the King there are occasional copses of cypress pine, a tree which does not appear to be attacked by these insects, and Mr. Rutt accordingly used this timber exclusively for poles; the remainder of the poles between the King and the Elsey are of ironbark and gum saplings, tolerably sound, but seldom having the specified diameter at the butt. The soil for the most part over this length is a sandy loam, hard in the dry season, but becoming impassable after the first heavy rains. The line is kept on the highest ground, and consequently passes over some very rough ironstone ridges. After crossing the Elsey, the Birdum is followed, the line being kept out of the valley and carried along parallel to its course through an ironstone forest country, with scrubby stony rises. The Birdum, which is perfectly dry towards the end of the dry season, although showing flood-marks twenty feet high in the trees, runs through a Bay of Biscay valley, which is quite impassable in the wet season. For the first forty miles of the Birdum country good poles are very scarce; the poles are principally ironbark or gum saplings, and owing to the stunted nature of the timber, and the abundance of the white ant, could seldom be obtained of the specified scantling. In the next twenty miles, the line still following the Birdum, the timber is larger and sounder, and the poles consequently much better; and for the remainder of the distance, to Daly Waters, they are amongst the best erected in the Northern Territory; they are principally of bloodwood and gray gum, perfectly sound, and for the most part in excess of the specified dimensions. The line enters broken country when within twenty-one miles of Daly Waters, the ground being full of deep holes, and portions of it very rotten. Three miles further on, 353 miles from Port Darwin) the Birdum is crossed; it is three-quarters of a mile wide, but, even when flooded, is only about four feet deep, with a current of two miles an hour; it has a good stiff clay bottom, and is safe for horsemen at any time. Some of the Biscay Flats, however, in this neighbourhood, presented well nigh insuperable obstacles to the passage of either horses or men during the middle of last wet season. If difficulty is experienced in maintaining the line, it would be well to corduroy a road along the line over the worst of these flats; they run in belts from east to west, and could not be avoided, and so were crossed in the narrowest parts.

From Daly Waters to Frew's Ironstone Pond the poles are very sound, being mostly of bloodwood, and of the full size. The clearing over this length was exceedingly heavy—I believe by far the heaviest on the Continent—the line being carried for the greater part of its length through a dense mulga scrub, which here attains a height of over 40 feet, and hedgetree, through which it was impossible to lead a horse. The scrub and hedgetree, which has been thoroughly cleared on, could not be avoided either side of the line without taking the line through the Biscay Flats to the westward, which are impassable in the wet season. The soil is a red loam for the most part, overlying an ironstone conglomerate, which not unfrequently crops out on the surface. After leaving Frew's Pond the line traverses a portion of Sturt's Plains, and crossing the north end of the Newcastle Waters, follows the western slope of the Ashburton Range to the Lawson. On this length the poles on the northern portion are mostly of good bloodwood; but on the twenty-five miles north of the Lawson sound timber has not been obtained—the poles are pipey and otherwise defective. Between Frew's Pond and the Lawson there is a good deal of open country, what little timber there is being scrubby, poor, and stunted; most of the poles were obtained from the range.

Soon after crossing Lawson's Creek the line enters the Ashburton Range, and traversing high undulating country, crosses numerous rocky spurs, and generally passes through a most worthless country until it effects a junction with Mr. Harvey's work, four miles north of the North Tomkinson. The poles erected on this length are almost wholly of bloodwood and of gray gum, and were the best obtainable in the district. In some portions of the work Mr. Burton experienced great difficulty in obtaining sound poles, most of the timber south of Powell's Creek being piped with the ants.

My progress reports have been so full of detail that it is not necessary for me to recapitulate what I have written before, save in the most general manner. Mr. Rutt arrived at his first working camp (the King) on the 1st December, 1871, and had only succeeded in erecting eighteen miles of line when the country, which had been rapidly becoming boggy from the rains, was inundated—the floods coming so suddenly that, although measures were instantly taken to shift camp to a small rise half a mile distant, the removal was only accomplished by carrying the whole of the stores and equipage on the men's shoulders, they working for four days up to their waists in water. From the 3rd January, 1872, to the 10th April, Mr. Rutt and his party remained at Providence Knoll, unable either to work or shift camp. Work was resumed on the 11th April, although the country was still boggy, and the shifting of camp attended with extreme difficulty. From this date the work progressed, without a break, until its completion on the 30th August.

Mr. MacLachlan arrived at his first working camp (Well No. 1, on the Birdum) on the 6th December, and only succeeded in erecting eighteen miles of line before he was stopped by the floods, and compelled to retreat eight miles, his men having to shift camp and carry their effects on their backs. Work was resumed by this party on the 15th April, and continued without interruption until the completion of the work. Mr. MacLachlan having been recalled to Palmerston, as Warden of the Gold Fields, was succeeded by Mr. Mitchell, who remained in charge to the last.

Mr. Burton did not succeed in reaching his first working camp until the 4th January, 1872. The troubles he experienced on the Birdum for want of water, and the still greater difficulties brought about by the floods, have already been described in previous reports. Mr. Burton commenced work poling on the Milne, a stream to the eastward of Daly Waters; but after constructing four miles of line, the country became so much flooded, that he deemed it advisable to abandon the work done and search for a better route and a safer camp to the westward. On the 16th January, Mr. Burton resumed work on the west bank of Daly Waters (Stuart's camp) and continued until the 28th February, during which time he contrived, in spite of rain and floods, to erect fourteen miles of line. Work had then to cease; the country was becoming worse, and the work and exposure had filled the

camp with sick disabled men. Work was again resumed on the 15th April, and continued without a break, as with the other parties, until the completion of the line.

I cannot refrain here from expressing my admiration of the energy and perseverance with which Mr. Burton and his men pushed their work; they were the pioneers throughout, and they endured more privations and ran greater risks than any of the others. Mr. King, I am sorry to say, is still suffering from the effects of his long continued exertions and exposure to the weather.

My acknowledgments are also due to Messrs. Rutt and MacLachlan, the leaders of the other sections, for their loyalty to myself, in the midst of great troubles, and for the manner in which they continued faithful to their work throughout. Mr. Mitchell succeeded Mr. MacLachlan, and well sustained the charge laid upon him.

Special recognition is due to the overseers of transport; they all, without exception, did their work well, and I could not wish to be associated with a better lot of officers.

Before concluding this report, I think it well to draw attention to the necessity of sinking one or two wells on the Birdum between the Warlock Pond and Daly Waters, directly after the ensuing wet season. So far as my experience has gone, that was the only stretch of country that could not be traversed by horsemen last November, and it was then absolutely waterless. It would be advisable however, also to sink a well halfway between the King and Bitter Springs. Last year there was not more than a fortnight's supply left on that track when the rains set in.

I think it possible there might be some difficulty in travelling from Daly Waters to the Newcastle Waters in some seasons, but there has been ample water on this track for horsemen during the dry season, which is just now approaching its termination.

I have, &c.,

ROBERT C. PATTERSON,
Commanding Expedition.

C. Todd, Esq., C.M.G., Postmaster-General,
and Superintendent Telegraphs.

Papers relating to the Prevention of Diseases in Stock, and to the Regulations under the Stock Diseases Prevention Act of Victoria.

[Laid before the Conference by Mr. SAMUEL.]

No. 1.

DISEASE ALREADY INTRODUCED—(PLEURO-PNEUMONIA).

I.—CATTLE TRAFFIC AS AFFECTED BY PLEURO-PNEUMONIA.

THE cattle traffic, as regards pleuro-pneumonia, is in a most unsatisfactory state. Cattle affected with this disease travel without the least restraint in all the Colonies, except in Victoria, where the Act noticed in paper No. 3, dealing with this and other diseases in stock, has quite recently been passed. The consequence is that the disease is being constantly conveyed by travelling stock to the herds through or near which they pass. Even where an owner inoculates his herd, and gets rid of the disease, it is only for a short time that he does so, as the calves which are dropped after the herd has been operated on, are of course subject to the disease, and soon become infected through coming into contact with travelling stock. This state of matters has arisen through the failure of the measures which were passed in the different Colonies to stay the spread of the disease; and these measures failed principally from the two following causes:—

1st. The lingering and insidious nature of the disease.

2nd. The mixing through straggling cattle, bullock teams, and store stock of the cattle from one end of the Australian Colonies to the other.

With respect to the *first* difficulty, it is a well known fact that the disease, in ordinary cases, lies latent for a long time in the system; and although it may be actually incubating, it would not be apparent for perhaps thirty, forty, or even fifty days after the cattle became infected, if they are allowed to remain undisturbed on the run, and feed and rest as they like. When, however, cattle actually, though not visibly infected, are started on the road, the incubation runs its course much more rapidly, and the disease shows itself, according to the state of the weather and the treatment the cattle receive, in perhaps one-third or one fourth of the time it would have done had they been on a run. Thus travelling not only increases the number of cases of infection and deaths, but it causes the disease to be much more quickly developed. Indeed, so much does the travelling of stock hasten and aggravate its effect, that cattle which become infected on the roads begin to die in the course of perhaps only eight or ten days after they are infected; while, if they had been infected on their own runs, and not driven or knocked about, there would have been no deaths for perhaps fifty or sixty days.

With respect again, to the *second* difficulty, it will at once be seen that no perfect system of quarantine can be maintained when it is recollected that a large proportion of our cattle are still kept on open runs, and that in the case of store cattle and working bullocks at least, they not unfrequently leave and travel back for hundreds of miles through large tracts of country, to the runs on which they were bred.

Neither of these difficulties received sufficient consideration when the first Pleuro-pneumonia Acts were passed in Victoria and in this Colony, and the attempt was made to deal with pleuro-pneumonia in cattle in the same way as scab in sheep; but for the reasons already given, these measures were worse than useless.

II.—SUGGESTIONS FOR JOINT ACTION BY THE COLONIES FOR DEALING WITH THIS DISEASE.

Still, as we know now a great deal more of pleuro-pneumonia than we then did, and its best mode of treatment, it is believed that its ravages might be greatly lessened, and the disease itself perhaps eventually eradicated, by proper legislation, effectually and simultaneously enforced in all the Australian Colonies. It would, however, be quite useless, in the case of this or any other infectious or contagious disease among horned cattle, for one Colony to take action, unless all the Colonies adopted similar measures; for, as it has been already pointed out, cattle may be said to mix from Carpentaria to Portland Bay, and would cross the boundaries of the different Colonies in the face of all quarantines, and in spite of any number of boundary-riders, travelling, as they do, by night as well as by day.

The legislation I would propose should contain some such provisions as the following:—

- (1.) The inoculation of all infected cattle should be made compulsory, as its efficacy is now even better established than it was some three years ago, when the stockowners in this Colony, by a majority of fourteen to one, declared in favour of it. They are now of course much better acquainted with the correct mode of inoculating, and the results are proportionately favourable.
- (2.) Owners should give notice of the outbreak of the disease to their neighbours, to Inspectors, and to the public.
- (3.) None but properly qualified and licensed Inoculators should be allowed to inoculate for others.
- (4.) All inoculated cattle should be branded as such with a brand to be fixed upon.
- (5.) Properly inoculated cattle, on the expiry of six weeks from the last case of disease, should be allowed to travel; and such cattle should pass over infected ground without being deemed infected.
- (6.) Cattle which become infected, and are not inoculated, should not be allowed to leave their runs for three months after the last case of disease.
- (7.) Travelling cattle again, if fat, becoming diseased, should be destroyed, and the balance of the mob taken to their destination by the roads least likely to spread the disease; while notice should be given to all owners of horned stock on the road that the mob was infected, in order that they may take their cattle out of the way of the infection.
- (8.) If the infected cattle are stores, the diseased animals should also be destroyed; and their owners should be obliged to find accommodation for the others on some run within (say) fifty miles of the spot where they are found to be infected, and to inoculate them,—notice being given as they proceed to the place where they are to be kept and inoculated, the same as in the case of infected fat cattle.
- (9.) The owner of travelling stock, whether they are horses, cattle, or sheep, to give notice of his intention to cross or pass along a run where stock of the same description are kept, if the road be not separated from the run by a sufficient fence.
- (10.) The drover not to abandon any infected travelling stock, nor leave any stock which may die undestroyed, under a penalty not exceeding £50.

Should it, however, be considered too arbitrary to make the inoculation of infected cattle compulsory, a measure containing all the foregoing clauses, except No. 1, might at any rate be passed.

To show the faith that stockowners in South Africa have in inoculation for pleuro-pneumonia, it may be mentioned that a law was passed in Natal in 1868, and I believe is still in force, that all cattle exposed for sale, whether by auction or privately, are held to be guaranteed inoculated, and to have been so for a longer period than six weeks, unless it is distinctly specified in writing to the contrary; and in any case where disease breaks out among stock within six weeks after their purchase, and the contagion can be traced to them, the vendor is liable for the value of the cattle, as well as for any damages which the herd into which they introduced the contagion may sustain.

No. 2.

DISEASES NOT YET INTRODUCED.

THE diseases in stock not now in Australia, which are most to be dreaded, are "Rinderpest" or "Cattle Plague," and "Vesicular Apatha" or "Foot and Mouth Disease."

I.—RINDERPEST.

The proper name of this disease is "Steppe Disease," its true home being the steppes of Russia. It is known in Germany as "Rinderpest," and in England as the "Cattle Plague."

Rinderpest is a highly contagious fever, with inflammation and specific lesions in the alimentary canal, which correspond with those of typhoid or enteric fever in man.

The period of incubation extends from twenty-four hours to fourteen days, and the attack from five to ten days.

In the first stage the symptoms are very much like those of foot and mouth disease—shivering, cough, staring coat, want of appetite, &c., &c.

In the second stage, high fever, strong catarrhal symptoms, incessant grinding of the teeth, and eruptions on the nose, lips, mouth, and tongue, with a copious flow of saliva from mouth; laboured breathing, painful cough, arched back, intense thirst, tender loins, &c., &c.

In the third stage, eruptions, spreading over the nose and face, round the coronet, and between the clefts of the hoof, ulcers and tumours forming on different parts of the body; finally, emaciation and death—putrefaction setting in, as it were, previous to death.

No treatment is of any avail whatever, and the best authorities recommend the immediate destruction of the diseased stock, to stay the spread of the disease.

The disease is most infectious, and its germs can be conveyed from diseased animals to sound in hundreds of ways.

The deaths from the disease range from 65 to 95 per cent., but they are more frequently over than under 80 per cent.

Several outbreaks have lately occurred in England. A great portion of France was infected during the Prussian war. It is still prevalent in several parts of that country. There have been cases in Denmark of late. It exists in Austria, and it is always more or less prevalent in the steppes of Russia, and the adjoining provinces. It has been prevalent in India for a long time, and has lately been introduced into China.

II.—FOOT AND MOUTH DISEASE.

This disease is of unknown origin; a blood disease, arising from animal poison; not indigenous to Britain; highly contagious, and communicable from one animal to another, like pleuro or rinderpest. It assumes the form of an apthous eruption on the gums, mouth, and tongue, and also on the feet of cattle, sheep, goats, and pigs, and even of wild animals, and in the females the teats and udder are also involved.

The incubation varies from twenty-four to ninety-six hours, and the attack from ten to fifteen days. In aggravated cases the disease may last a month or more, and there will be sores and ulcers formed on the animal's body.

The symptoms are dulness, staring coat, cough, loss of appetite, fever, foetid breath, frequent movement of the jaws, vesicles on the gums, lips, tongue, and membrane of the mouth, great discharge of mucus from the mouth, smacking of the lips, champing of the jaws. Accompanying these, but sometimes without them, are lameness, and great heat and tenderness around the hoofs and between the clefts; and in cows, eruptions on the teats and udders.

In sheep, the disease falls very severely on the feet, and they frequently lose not only the hoofs but the feet altogether.

The best treatment is rest, gruel, mash, and a cooling lotion for the mouth.

This and rinderpest are the most infectious diseases in stock. In this disease the infection has been wafted across a road, and carried in men's clothes; and frequent instances are known where stock which have merely crossed the track of infected animals have become infected.

It is now prevalent throughout Great Britain and Ireland, and the Home agricultural papers have long lists of infected animals every week,—as many as 5,467 cattle, 16,600 sheep, and 1,105 pigs being returned in one paper as infected in a portion of Sussex.

It is also more or less prevalent throughout Europe and Asia, especially in India.

It was reckoned by a good authority (Armstrong) at the end of 1869, that a loss of more than £7,000,000 had been sustained at Home up to that time, through the prevalence of foot and mouth disease; and if we bear in mind that it has been far more prevalent there since that date, and that eight or ten times as many cattle have been affected, it is quite within the mark to put the loss caused by the disease in Great Britain and Ireland at £60,000,000 or £70,000,000.

The losses arise through (1) deaths, about 2 per cent. dying; (2) through the stock falling off in condition; (3) through the attack weakening the animal's constitution, and rendering it much more subject to other ailments, such as inflammation of the lungs; (4) through abortion in pregnant animals, which is always certain to follow an attack of the disease.

III.—INTRODUCTION OF "RINDERPEST" AND "FOOT AND MOUTH DISEASE" INTO AUSTRALIA.

Foot and mouth disease has been introduced oftener than once; and if it can be imported, rinderpest certainly can also be so, as it takes considerably longer to run its course, and its germs seem to have greater vitality, and are less easily destroyed by disinfection than those of foot and mouth disease.

The following are the cases in which foot and mouth disease has been brought to the Colonies:—

- (1.) The case of the "Winefred," where three cattle died from foot and mouth disease, and the fourth arrived showing symptoms of having been affected.
- (2.) That of the cattle by the "Parramatta," which landed showing incipient symptoms of the disease, and which were unmistakeably affected on the third day after they were landed. This outbreak has been traced to the sheep by the same vessel, among which the disease showed itself shortly after they left England. Some of these died and were skinned, and the skins were used a few days before the ship arrived in port to pad one of the cattle stalls. Its occupant became infected, and infected the other cattle.
- (3.) That of the "City of Madras." One of the bulls by that vessel had the malignant type of the disease,—was ill during the whole voyage,—and only died the day before the ship arrived in Port Jackson. The survivor was therefore infected, and would most probably have spread the disease had he been allowed to mix with our stock.
- (4.) The outbreak at Melbourne, which by the greatest good fortune never got beyond the two farms on the Werribee, otherwise the stock throughout all the Colonies must sooner or later have been affected.
- (5.) And lastly, the outbreak on board the "Ranee," where one of the bulls died on the voyage, and the rest were landed with unmistakeable traces of having been affected.

IV.—EFFECT OF THE INTRODUCTION OF THESE DISEASES INTO AUSTRALIA.

Considering the vast extent of open country in Australia, the great number of stock, and the way in which they may be said to intermix from one end of Australia to the other, through straggling cattle going back to the runs on which they were bred, and through the store cattle and bullock team traffic, it is plain that neither of these diseases could ever be eradicated if it should unfortunately happen to be introduced; and the loss, like that arising from pleuro-pneumonia, would be a continual one; for whenever there were fresh subjects, as there would be with every new race of stock, they would sooner or later be attacked.

The effect of the two diseases in Europe is entirely different; for while foot and mouth disease there carries off only about 2 per cent., rinderpest seldom takes less than 80 per cent., and sometimes as high as 95. In these Colonies, however, even foot and mouth disease would be very fatal; for if our stock were to become infected with that disease, we could, in 99 cases out of 100, do nothing with them in the way of treatment; and as they have often in summer to walk five, six, and even ten and twelve miles to water, they would perish in great numbers. They would not of themselves travel one mile when they are affected, and if they were driven their hoofs would be almost certain to come off. Sheep, again, would not have so far to travel to water; but from the form of the hoof they suffer much more severely in the feet than cattle, and the percentage of deaths among them would be nearly as high as among cattle; while the effect on the fleece of those that recovered would be to make the staple thoroughly unsound, if it did not lead to their casting their fleeces altogether.

If, therefore, either of these diseases—and especially “Rinderpest”—were unfortunately to be introduced into Australia, the result would be the utter ruin of the majority of our stockowners, and the impoverishment of all classes in the community; for not only would we lose the annual return now received for pastoral produce, but meat would reach such an extravagant price as to cripple every industry in the Colonies.

The following abstract of the number of cattle, sheep, pigs, and goats in South Australia, Victoria, Queensland, and New South Wales, and the value of the clip of these Colonies, will show the importance of the interest which would be affected by the introduction of these diseases, and the immense loss which it would entail:—

Colony.	Horses.	Cattle.	Sheep.	Pigs.	Goats.
South Australia	78,125	143,463	4,412,055	95,547	20,248
Victoria	209,025	776,727	10,477,976	180,109	122,164
Queensland	18,828	1,076,630	8,163,818	30,992	20,000
New South Wales	304,100	2,014,888	18,000,000	213,193	200,000
	610,078	4,011,708	41,053,849	519,836	362,412

Taking these at present prices,—allowing a fair average number as the annual “cast” of each description of fat stock,—and adopting the average of this Colony as that of the clip, the value of the annual return from the live stock subject to these diseases, in the four Colonies, is as follows:—

Fat cattle—“cast,” say $\frac{1}{3}$ of 4,011,708 = 501,463, @ £7 a head ...	£3,510,241
Fat sheep— “ “ $\frac{1}{3}$ of 41,053,849 = 8,210,769, @ 10s. each ...	4,105,384
Pigs— “ “ $\frac{1}{2}$ of 520,000 = 260,000, @ 20s. each ...	260,000
Goats— “ “ $\frac{1}{3}$ of 362,000 = 72,200 ...	36,000
	<u>£7,911,725</u>
Clip of 41,053,849 sheep, at an average of 2 lbs. 14 oz. washed wool per sheep = 118,029,186, @ 1s. 10d. per lb. ...	10,569,400
	<u>£18,481,125</u>

Or that capitalized (including the value of the runs on which the stock are depasturing) at 25 per cent.—the gross return pastoral properties ought to yield,—would be equal to (say) ... £73,942,500

The stock in Tasmania and New Zealand have not been included in the foregoing statement, because they are to a certain extent isolated from those in other Colonies. There is no doubt, however, but that both these Colonies are deeply interested in the question here raised; for if either of these diseases were to obtain a footing in Australia, it would be almost certain, sooner or later, to be introduced into Tasmania and New Zealand.

The live stock in Tasmania and New Zealand are, by the last returns, as follows:—

Colony.	Horses.	Cattle.	Sheep.	Pigs.	Goats.
Tasmania	22,679	101,449	1,349,775	49,432	2,681
New Zealand	81,028	436,592	9,700,629	151,460	12,434
	103,707	538,051	11,050,404	200,892	15,115

If, then, the stock in these two Colonies were added to those given above, the totals would be brought up to 4,549,759 cattle, 52,104,253 sheep, 720,728 pigs, and 377,527 goats,—to £20,159,104 as the annual return from stock,—and £80,154,000 as the value of the capital invested in that interest in the Australian Colonies.

V.—HOW THE INTRODUCTION OF THESE DISEASES IS TO BE PREVENTED.

This must be effected either by quarantining imported stock, or by prohibiting their importation.

If quarantine could be properly carried out, there is no doubt but, so far as the stock themselves are concerned, they would not spread the disease. There is, however, the risk of a slip being made, and of stock being allowed to leave quarantine before they are free from infection, and there is also the

risk of the infection spreading from the ship which brings the stock, or from the quarantine ground, should either of these diseases break out after the stock are removed there for probation.

Whatever precautions may be taken, and however carefully the quarantine regulations are carried out, there would always be a considerable risk of these diseases being introduced, if stock are brought from countries in which they exist, either by the stock themselves, or in their fodder, or in the clothes of their attendants.

There is also another risk which ought to be borne in mind. It is this,—that the law might not be strictly carried out with respect to foot and mouth disease, should an outbreak occur on board ship, or in the quarantine; for as the disease is not a very fatal one, where the animals can be attended to, it is pretty certain that in such cases every influence would be brought to bear on the Government to save the stock, and perhaps effectually, notwithstanding the risk all the Colonies would run by not destroying them.

Under a prohibition, again, the risk is almost wholly removed. It is not, however, wholly so, because cows put on board ship to supply the passengers with milk, and sheep shipped for mutton, will still continue to arrive; but these will be comparatively few in number, and the risk of infection from them very slight, as the sheep can be slaughtered at once, and the cows sent to quarantine.

Although it is possible to bring the infection to Australia in fodder, in clothes, or in other ways than by live stock, it is a well authenticated fact that the infection has never been conveyed from one country to another except in those cases where stock have been introduced; and we may safely count upon that being also the experience of Australia, and that a prohibition would be a thorough safeguard.

In considering whether imported stock should be admitted under strict quarantine regulations or wholly prohibited, it has of course to be borne in mind that a prohibition would cause some loss to the Colonies, through stopping the introduction of pedigree stock. To arrive at an estimate of what that loss might be, it may be stated that the average number of cattle introduced into New South Wales from Europe during the last three years was fifty-six head, and of sheep twenty. Then, taking the benefit which the Colony has derived from the importation of these cattle at £100 a head, and the sheep at £20 each, which are very high rates considering that a large proportion of the stock were far from first-class, we have an annual loss which this Colony would sustain of (say) £6,000; and as the importations have been proportionately larger into New South Wales than into the other Colonies, the double of that amount (say £12,000) might be taken as the loss which the whole of the Colonies would sustain through a prohibition. This is a considerable sum, but it is not for one moment to be compared with the risk which would be run by continuing these importations, even under strict quarantine regulations, when we recollect the magnitude of the interest involved, and the difficulty of carrying out these regulations in all the Colonies as effectively as they ought to be.

VI.—JOINT ACTION BY ALL THE COLONIES.

Whatever action is taken with regard to these or any other infectious or contagious diseases in stock, it must, to be of any use, be adopted by all the Colonies simultaneously; for, if any of these diseases once get a footing in one of the Colonies, it is only a question of time when it will spread to all the others. This is easily seen when the open state of the country and the wandering habits of the stock in the Colonies are considered, and that there is nothing to prevent cattle, and even sheep, from passing from one Colony into another.

VII.—DISEASES IN INDIA AND CHINA.

Both foot and mouth disease and rinderpest are prevalent in India and China; and if the importations of stock from places beyond the Colonies are not prohibited, there is very great risk of one or perhaps both these diseases being introduced by vessels from India or China,—by means perhaps of some worthless buffalo cow, pig, or goat. This is especially the case since the settlement of the country on the Gulf of Carpentaria, and the opening up of communication between these settlements and India, and the neighbouring Islands. Whatever therefore is done with respect to prohibiting stock from Europe, prohibitions should, at any rate, be issued by all the Colonies against stock from these Islands, India, and China; for we can get no stock from that quarter to improve ours, and we run a very great risk of introducing these diseases if a prohibition is not issued.

No. 3.

EFFECT OF THE REGULATIONS UNDER THE STOCK DISEASES PREVENTION ACT OF VICTORIA ON OUR STOCK TRAFFIC.

I.—INSPECTION FEES ON STOCK.

It will be seen by the accompanying Regulations, framed under the Act lately passed in Victoria, for the prevention of Diseases in Stock, that the following fees are to be levied on stock entering that Colony, namely:—

On horses and cattle	...	...	...	...	1s. a head
On foals and calves	...	...	...	...	6d. „
On sheep and pigs	...	...	...	...	1d. each.

These fees will cost this Colony between £7,000 and £8,000 a year; for, taking the stock which left for Victoria in 1871, we have,—

3,592 horses, at 1s.	...	...	...	...	£179
65,991 cattle, at 1s.	...	...	...	...	3,299
949,306 sheep, at 1d.	...	...	...	...	3,955

£7,433

As regards horses and sheep, at least, the imposition of these fees is wholly unnecessary, and most unjust, for there is no infectious or contagious disease whatever among either of these two classes of stock in this Colony.

It is also unfair as regards our cattle, considering the way in which this Colony has acted towards Victoria with respect to diseases in stock. For although there is no scab among the sheep of New South Wales, and although a very heavy expense has for years been incurred in protecting our flocks from being scabbed by Victorian sheep, no Government in this Colony has ever proposed to meet the expense by levying fees on stock coming from Victoria. Besides, while it is true that cattle infected with pleuro-pneumonia are sometimes sent from this Colony into Victoria, it is also the case that that disease is quite as prevalent in Victoria as in New South Wales, and that infected cattle—especially working bullocks—frequently convey the infection from the south to the north side of the Murray. It ought also to be borne in mind that it was from Victoria that pleuro-pneumonia was first introduced into this Colony.

Further, to carry out the proposed inspection, crossing-places have been appointed on the Murray, and stockowners will be put to loss and inconvenience, not only through their being obliged to bring their stock to these particular crossing-places, but through the delay and loss of time which these inspections always entail. As yet only *seven* places at which stock can enter Victoria have been proclaimed (see Schedule 4 of Regulations), while more than *twenty* places were formerly used as crossings.

II.—OBSTRUCTION TO THE STOCK TRADE.

But although the charges here alluded to are unfair, and the inspection a source of inconvenience and loss, while it is of little use, it is believed that stockowners would pay the one and submit to the other without much complaint. It is very different, however, with respect to the provisions of regulations 6, 14, 15, 17, 19, 20, 21, 23, 24, and 25, and sections 10, 11, 12, and 13 of the Victorian Stock Diseases Act, which almost amount to a prohibition against the introduction of our cattle into Victoria; for our owners will, in the face of these provisions, scarcely dare to send cattle into that Colony, seeing that they are very liable to become affected with pleuro-pneumonia, and if they do so, to be seized and kept in quarantine at the owners' expense, if not destroyed.

Thus, if an outbreak of pleuro-pneumonia should occur among cattle from this Colony, travelling in Victoria, those of them that are affected would be taken possession of by the Inspector under regulation 17, and by regulation 21 would be treated by him in any way he thinks fit for their cure or disinfection; or perhaps be destroyed by order of the Governor in Council, under section 10 of the Act; while the rest of the mob being infected, would by regulations 14, 15, and 23, be placed in quarantine on or near the ground where the diseased cattle were found by the Inspector, and remain there until released by the Governor in Council.

III.—REGULATIONS IMPRACTICABLE.

It is evident, therefore, that if these Regulations and the Act referred to be carried out in their integrity, they will prove very detrimental to our cattle trade. They will also be found on trial to be quite impracticable. The same provisions were formerly tried, both in this Colony and in Victoria, when pleuro-pneumonia first broke out, and when the nature of the disease was not so well understood as it now is, nor the circumstances and habits of our stock so fully considered as they ought to have been. The consequence was that thousands of pounds were wasted in both Colonies in the destruction and quarantining of stock, and in the payment of Inspectors' salaries, and all to no purpose whatever.

The fact is that the attempt is made, in these Regulations, to deal with cattle affected with pleuro-pneumonia the same as with sheep affected with scab. The slightest consideration, however, will show that not only are the two diseases totally different in their nature, but that the habits and mode of management of the stock are also quite different. Thus, pleuro is insidious and lingering, while scab can be detected almost at once. Sheep, again, are always either shepherded and kept in hand or in paddocks, and with them thorough isolation and perfect quarantine are possible; while cattle are not only very frequently kept on open runs, but as stragglers or working bullocks wander all over the Colonies, and complete isolation in their case is impossible.

Under these circumstances, such provisions as those embodied in the accompanying Regulations are not only impracticable, as has been already pointed out, but are also very unfair, inasmuch as sound stock may while travelling to market, cross the track of or come into contact with some wandering infected straggler or worker, and thus becoming infected, be subject to all the penalties imposed by the Act and Regulations.

To substantiate what is here said with regard to these Regulations proving impracticable, we have only to refer to regulation No. 7, which provides for special (standing) authority being given to the owners of working bullocks to pass and re-pass the border, and of course to travel any distance into either Colony, without further inspection or payment of fees. Thus, the owner of a bullock-team starting from Wagga Wagga may obtain such an authority on crossing at Albury, pass on to Beechworth, return to Albury and Wagga Wagga, and again travel thence to Albury and Beechworth, without inspection or fee; while during this round the team may have camped on scores of infected runs, and passed through hundreds of infected cattle on the road, and be themselves actually infected, although not held to be so.

When, therefore, the special authority proposed to be granted under regulation No. 7, and the provisions of the other regulations already noticed, are considered, it would almost seem that the framers of these regulations were themselves aware that they would prove impracticable, and that they dare not attempt to enforce the same regulations against bullock-teams as they wished to carry out in the case of mobs of cattle, notwithstanding that bullock-teams are far more likely to spread the infection than mobs of cattle.

In fact, whether the framers of these regulations intended it or not, their effect would be not to eradicate pleuro-pneumonia, but to stop the trade now carried on in cattle between this Colony and

Victoria. It may perhaps be said that the same provisions apply equally to the stock of that Colony as to those of New South Wales, but the two classes of stock are in an entirely different position, for the cattle belonging to Victoria having but a short distance to travel to market, would, even if they were infected, seldom exhibit symptoms of disease on the road; and if they did so, they might be turned back to their own runs, while the long journey our stock have to take would be certain to make the disease show itself if they were infected; and, if it did, there would be nothing for them but to be destroyed, or kept for an indefinite period on some run near the place where they were found infected, at an expense which would soon exceed their value.

From what has been said, it will be seen that as pleuro-pneumonia has already obtained a firm footing in Australia, it ought to be dealt with specially, and not put on a footing with rinderpest and foot and mouth disease, from which as yet the Colonies are happily free.

APPENDIX.

No. CCCCLI.

AN ACT for the Prevention of Diseases in Stock. [17th December, 1872.]

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of Victoria in this present Parliament assembled, and by the authority of the same, as follows (that is to say):—

1. This Act shall be called and may be cited as "The Diseases in Stock Act, 1872."

2. Part III. of "The Prevention of Diseases of Animal Statute, 1864," and "The Prevention of Diseases of Animals Statute 1872," No. 418, are hereby repealed.

3. In the construction of this Act the following words shall, if not inconsistent with the context or subject matter, have the meanings hereby respectively assigned to them (that is to say):—

"Inspector of Stock" shall include the Chief Inspector of Stock:

"Stock" shall include any bull cow ox calf stallion mare gelding foal ass mule ram ewe wether lamb pig goat dog or other animal whatsoever:

"Drive" shall mean drive conduct or convey, whether by land or by water:

"Disease" shall mean any contagious or infectious disease to which any animal is subject which the Governor in Council may from time to time by order declare to be a contagious or infectious disease for the purposes of this Act:

"Diseased stock" shall mean all stock proclaimed by the Governor in Council to be diseased:

"Fittings" shall mean any sheep pens, cattle or horse boxes, and any materials used for penning yarding or confining stock; as also any halters brushes clothes buckets or other articles whatever which shall have been brought in contact with any diseased stock:

"Place" shall mean and include any defined division or portion of the Colony:

"Fodder" shall mean any food or bedding used or which shall have been brought in contact with any imported stock.

4. The Governor in Council may from time to time make such regulations under this Act as may be deemed expedient for all or any of the following purposes, and may rescind the same:—

For extending all or any of the sections of this Act to any particular stock or kind of stock:
For prohibiting the introduction into the Colony, either by sea or land, of any stock found to be diseased:

For regulating and fixing the conditions upon which certain kind of stock may be introduced into the Colony:

For the inspection of newly introduced stock:

For taking such steps as may be deemed expedient to prevent the spread of any disease which may have obtained a footing in the Colony, and to eradicate it:

For placing any stock in quarantine for such periods, at such places or buildings, and within such limits, as may be deemed expedient, and for declaring any such place or building a quarantine district:

For the purpose of subjecting any stock to such restrictions or remedial measures as may be deemed necessary to prevent the introduction and spread of disease:

For the seizure and destruction of any diseased stock:

For the purpose of proclaiming any portion of the Colony a quarantine or a clean district:

For prohibiting or regulating the introduction into the Colony of any fodder or fittings, and for the seizure sale or destruction of any such fodder or fittings landed without the written authority of an Inspector of Stock.

5. The Governor in Council may from time to time appoint and remove a Chief Inspector of Stock, Inspectors of Stock, and such other officers as may be necessary to carry out the provisions of this Act.

6. Inspectors of stock shall have power to enter at any time into any ship or on any land or into any building not being a dwelling-house, for the purpose of inspecting any stock or enforcing the provisions of this Act or the regulations made in pursuance thereof. Any person who shall obstruct or hinder any Inspector in the performance of his duty shall, on conviction before two Justices of the Peace, forfeit and pay a penalty not exceeding fifty pounds for every such offence.

7. Stock newly introduced either by sea or land shall not travel until it has been inspected by an Inspector appointed for that purpose. The cost of such inspection and of carrying out the several provisions of this Act shall be defrayed by a charge to be imposed of one shilling per head for every head of cattle and horses, sixpence per head for every head of calves and foals, and one penny per head for every head of sheep and pigs so inspected; and such charge may be recovered in a summary way before any two Justices.

8. Any person who shall allow to stray, or shall drive or cause to be driven, any newly introduced stock which has not been inspected, or any stock of the kind for the time being subject to contagious

or infectious disease, into a quarantine or clean district, without the written authority of an Inspector of Stock shall, on conviction before two Justices of the Peace, forfeit and pay a penalty not exceeding one hundred pounds for every such offence.

9. Any person who shall introduce into the Colony any fodder or fittings without the written authority of an Inspector of Stock shall, on conviction before two Justices of the Peace, forfeit such fodder and fittings, and pay a penalty not exceeding fifty pounds for every such offence.

10. Whenever the Governor in Council shall be satisfied, upon the report of an Inspector of Stock and otherwise, that any stock is diseased, he may order the destruction of the same, and the owner thereof shall have no claim for compensation for their destruction.

11. Whenever the Governor in Council shall have ordered that any stock shall be placed in quarantine or under restrictions for the purposes of this Act, or that remedial measures shall be taken to prevent the introduction or spread of disease, the cost and expense thereby incurred shall in every case be borne by the owner of the stock dealt with, if it shall be proved to the satisfaction of the Governor in Council that such stock are or have been diseased; and such cost and expense may be recovered in a summary manner before any two Justices of the Peace, on complaint by an Inspector of Stock.

12. Any person who shall drive or cause to be driven into through or out of any quarantine district, or shall remove from any quarantine district, any fodder or fittings, or any soil sand or other material upon which any diseased stock have been kept, or any dairy produce of diseased stock, without the written authority of an Inspector of Stock, shall, upon conviction before two Justices of the Peace, forfeit and pay a penalty not exceeding fifty pounds for every such offence.

13. Any person who shall be guilty of a breach of any of the regulations made under this Act by the Governor in Council, shall, on conviction of the same before two Justices of the Peace, forfeit and pay a penalty not exceeding one hundred pounds for every such offence.

14. Any regulation made or to be made under this Act, shall have the full force of law until the same shall have been disallowed by resolution of both Houses of Parliament, and thereupon such regulation or any part thereof so disallowed shall cease to have any force or effect in law: Provided also, and be it enacted, that this Act shall continue in force until the thirty-first day of December, one thousand eight hundred and seventy-three, and until the end of the then next ensuing Session of Parliament.

DISEASES IN STOCK REGULATIONS OF VICTORIA.

The following regulations under the provisions of the Diseases in Stock Act were adopted by the Governor in Council on the 13th instant:—

1. That the diseases mentioned in the First Schedule are hereby declared to be contagious or infectious diseases, and all stock affected with such diseases are hereby declared to be diseased stock for the purposes of "The Diseases in Stock Act, 1872."

2. All the sections of the said Act shall extend to all stock of the kinds mentioned in the Second Schedule hereto.

3. The introduction of any stock mentioned in the Second Schedule hereto into the Colony, either by sea or land, known to be suffering from any of the diseases mentioned in the First Schedule hereto, is prohibited.

Introduction of Stock from the Australasian Colonies and New Zealand.

4. No one shall introduce into the Colony, either by sea or land, any stock of any kind mentioned in the Second Schedule hereto, coming from any of the Australasian Colonies or New Zealand, without the authority in writing of an Inspector of Stock, and except in accordance with the conditions of such authority.

5. Such authority may be granted to introduce such stock at any of the places mentioned in the Fourth Schedule hereto, but shall not, unless under special circumstances, be granted to introduce stock at any other place.

6. No Inspector shall authorize any of the said stock to be introduced, or to travel until he has inspected such stock, and is satisfied that it is free from any of the diseases mentioned in the First Schedule hereto, and has received a statutory declaration made by the owner or person in charge, stating the number and description of stock which he is desirous to import, and that the same have been free from disease, and from any contact with any diseased stock for the space of not less than thirty days, and has counted the same, or being otherwise satisfied in regard to the number of stock to be so imported, and received the charge imposed by the seventh section of the said Act in respect thereof, for which charge a receipt shall be given in the form of the Third Schedule hereto.

7. In the case of the introduction of saddle horses, draught horses, pack horses, and working bullocks, used *bona fide* for the purpose of riding, draught, or carrying burdens, having been once inspected and paid the charges specified in the said section, special authority may be granted by an Inspector, and continue in force until revoked by a notice from such Inspector, to enable such horses or bullocks to pass and repass, without further inspection or payment of the said charges, between any portion of either of the adjoining Colonies and this Colony.

Introduction into the Colony of Stock from Places other than the Australian Colonies and New Zealand.

8. No stock of any kind mentioned in the Second Schedule, brought by sea to the Colony from any place other than one of the Australasian Colonies or New Zealand, shall be introduced at any other place than Sandridge, or without the authority, in writing, of an Inspector of Stock, and except in accordance with the conditions of such authority.

9. Before authorizing the introduction of any such stock, the Inspector shall be furnished with a certificate in the form or to the effect of the Fifth Schedule hereto from some veterinary surgeon in whom he has confidence, that such stock are in his opinion free from any of the said diseases, and a

statutory declaration from the master of the vessel in which such stock have been brought to this Colony, that they have not suffered from any such disease during the voyage, and be satisfied that the said stock are free from any of the said diseases.

10. No Inspector shall authorize the removal from any quarantine ground of any stock ordered to have been placed in quarantine until they have been twice disinfected to his satisfaction, and have been detained until he is satisfied that they appear to be free from any of the said diseases.

11. No Inspector shall authorize the introduction into the Colony of any fittings until they have been properly disinfected to the satisfaction of the Inspector, nor of any fodder, other than oilcake, bran, barley, beans, or pease, except for the purpose of burning such other fodder on the beach.

12. No fodder or fittings shall be thrown overboard from any ship in any part of the Colony.

13. The place or buildings at which stock may be kept in quarantine may be from time to time determined and varied by the Governor in Council, and on the publication in the *Government Gazette* of an Order of the Governor in Council declaring any place or building a place at which stock may be kept in quarantine, and defining the boundaries of such place or building, such place or building, together with any adjoining land, the boundaries whereof are defined by such order, and declared to form part of the district hereinafter mentioned, shall become, and until the variation or revocation of such order continue, a quarantine district.

To prevent the Spread of Disease in the Colony.

14. Where an Inspector finds any of the said diseases to exist in stock, he shall forthwith make a statutory declaration thereof under his hand, and deliver a notice under his hand of such declaration to the occupier of the premises where the diseased stock is found, and thereupon such premises, and all lands and buildings contiguous thereto, in the same occupation, and all other lands and buildings the Inspector may think fit to include, and on the occupiers of which, if any, he shall serve notice, shall become a quarantine district until the determination and declaration of the Governor-in-Chief in Council relative thereof.

15. When an Inspector make a statutory declaration of the existence of disease, he shall forthwith forward a copy thereof, and a notification of the boundaries of the quarantine district, as fixed by him, to the Chief Inspector of Stock, and the Governor in Council may either declare such district a quarantine district and prescribe the boundaries thereof, or that such district be released from quarantine; and on the publication of such declaration in the *Government Gazette*, such district shall either continue a quarantine district with the boundaries prescribed by the Governor in Council, or shall cease to be a quarantine district, as the case may be.

16. The Inspector may from time to time direct persons in the occupation of any premises included in a quarantine district to affix and keep affixed notices to such effect, on such portions of such premises and in such manner as the Inspector may order, and such persons shall affix and keep affixed the same accordingly.

17. Where an Inspector finds diseased stock, he may seize the same and take such steps as he may deem expedient to insure the isolation and safe custody of such stock, and he shall at once report the circumstances to the Chief Inspector.

18. The Governor in Council may, by order, alter from time to time the boundaries of, or abolish, any quarantine district.

19. No stock shall be moved out of any quarantine district without the written authority of an Inspector.

20. The Inspector may direct any quarantine district or any portion thereof, or anything thereon or that has been in contact with any diseased stock, or any clothes of any one who has been in contact with any diseased stock, to be disinfected in such manner as he may think fit, and all persons shall permit the same to be disinfected accordingly.

21. The Inspector may direct the owners of any stock of any of the kinds mentioned in the Second Schedule to subject them to any treatment for the cure of any of the said diseases, or for the purpose of disinfecting them, and the owners of such stock shall with all diligence carry out such directions.

22. Any constable may require that any animal mentioned in the Second Schedule hereto or thing moved out of a quarantine district in contravention of these regulations or of the said Act, be forthwith taken back at the cost of the owner within the limits of such district, and may enforce and execute such requisition.

23. If any person exposes in a market or other public place where stock are commonly exposed for sale, or exposes in any sale yard, whether public or private, or places in any lair or place adjacent to or connected with any market, or where stock are commonly placed before exposure for sale, or sends or causes to be carried on a railway or on a canal or river, or by any other inland navigation, or on a coasting vessel, or carries, leads, or drives, or causes to be carried, led, or driven on a highway or thoroughfare, or keeps on any common or on the side of a highway, or unless such stock be constantly followed and kept in sight on any unenclosed land, or in any other field or other place insufficiently fenced, any stock of any of the said kinds affected with any of the said diseases, he shall be deemed guilty of an offence against these regulations, unless he show to the satisfaction of the Justices before whom he is charged that he did not know of the said stock being so affected, and that he could not with reasonable diligence have obtained such knowledge.

24. The owner or the person having the charge or custody of any stock affected with any of the said diseases shall forthwith give notice to the Chief Inspector; and if any Inspector shall find any stock to be diseased before such notice has been given, every such owner and person shall be deemed guilty of an offence against these regulations, unless he show to the satisfaction of the Justices before whom he is charged that he did not know of such stock being diseased, and that he could not, with reasonable diligence, have obtained such knowledge.

25. No person shall do, or cause to be done, or assist in doing, any act forbidden by these regulations, or obtain or endeavour to obtain, or assist any one in obtaining or endeavouring to obtain, by

fraud, any authority under these regulations, or forge any authority purporting to be issued under these regulations, or make use of any such forged authority, or fraudulently grant or issue any such authority, or obstruct, or refuse to carry out the directions of any Inspector or other person acting under the authority of these regulations.

FIRST SCHEDULE.—Catarrh, Cumberland disease, foot and mouth disease, glanders, small-pox in sheep, pleuro-pneumonia, rinderpest, murrain.

SECOND SCHEDULE.—Bull, cow, ox, calf, stallion, mare, gelding, foal, ass, mule, ram, ewe, wether, lamb, pig.

THIRD SCHEDULE.—“Diseases in Stock Act, 1872.”—Authority to travel stock, and list of fees: Horses, 1s. per head; cattle, 1s.; calves, 6d.; foals, 6d.; sheep, 1d.; pigs, 1d. Signed _____, Inspector of Stock, stationed at _____.

FOURTH SCHEDULE.—By land.—Apsley, Tubbet, Euston, Swan Hill, Echuca, Tocumwall, Albury. The point where the direct road from Penola to Casterton crosses the boundary line of South Australia and Victoria. By sea.—Sandridge.

FIFTH SCHEDULE.—Certificate.—This is to certify that I have examined _____, and am of opinion that they are free from all infectious and contagious diseases. Signed _____, Veterinary Surgeon.
Dated _____.

APPENDIX TO PAPER No. 1.

EXTRACT FROM REPORT ON LUNG DISEASE (Pleuro-pneumonia), by Professor GAMGEE, M.R.C.V.S. to the COMMISSIONER of AGRICULTURE, U.S.

(From the Reports on Diseases in Stock, published by the Department of Agriculture, 1871.)

I WITNESSED many bad results of inoculation in 1854 and 1855, and a case which came under my observation on the 4th of May, 1865, in which putrid matter that had been kept in an ink-bottle for a long time was used, led me to pronounce a somewhat cautious but adverse opinion, in the Highland Society's Transactions for that year.

My efforts were afterwards directed to an exposure of the evils of the indiscriminate sale of healthy and sick cattle in public markets, and I insisted on the slaughter and isolation of sick and infected animals. The little support I received at home led me in 1868 to call together the first International Veterinary Congress, which was held in Hamburg, and there I met veterinarians from all parts of Europe, who had steadily persevered in the practice of inoculation, and could furnish me with reliable data. It is impossible, and indeed it would be superfluous, to give a detailed account of the thousands and tens of thousands of cases which have led to the almost universal opinion that inoculation is the best means, in the majority of instances, to check the ravages of pleuro-pneumonia. The observations have been made in all countries where pleuro-pneumonia has appeared, though opposition to the practice is scarcely overcome to the extent that is desirable.

The efforts of Professor Verheyen in Belgium, and his many attacks on Dr. Willems's method, approved as they have been by some in that country, only illustrate once more the adage that a man is not a prophet in his own country; but Professor Thiervene, who was one of the original Belgian Commissioners, and at first among the decided sceptics, delivered an address before the Royal Academy of Medicine in Brussels, in 1866, in reply to one by M. Boens, who had attacked the practice of inoculation, in which he vindicates Dr. Willems's position. He indorses Professor Saint Cyr's remarks on the demonstration of a preservative influence, by the most accurate and extensive experiments, and shows that, of the well-informed in Belgium who are acquainted with the character of the contagious pleuro-pneumonia, none now doubt that inoculation is a safe and certain preventive.

Medical men, no less than veterinarians, have a duty to perform in relation to this subject. Boards of Health in cities and country districts should take up the subject in connection with the sale of meat and milk of animals affected with pleuro-pneumonia. History shows that in those countries, such as England, where the sale of the produce of these animals has been most unrestricted, the traffic in such cattle has been so great as to cause the most severe losses by the disease, and without intermission.

An objection to inoculation, which weighs in the case of human and ovine small-pox as well as rinderpest, is, that the inoculated disease is contagious—that the cohabitation of healthy with inoculated animals may lead to extensions of the infection, and that the *foci* whence the disease spreads are always on the increase. Such objections cannot weigh against inoculation for the lung plague, as the inoculation malady is not communicated except by reinoculation. My observations on this point are very numerous, and I do not know of a single instance recorded during the seventeen years that inoculation has been extensively practised in which contagion from inoculated animals has been witnessed.

APPENDIX B TO PAPER NO. I.

RETURN showing the Number of Cattle affected with Pleuro-pneumonia during last Outbreak of the Disease, and the Results in the Inoculated and Uninoculated Herds in the following Districts.

No. of Herd.	How affected.	Number affected.	How long prior to Inoculation.	Number of Deaths prior to Inoculation.	INOCULATED HERDS.					UNINOCULATED HERDS.				Remarks.
					Mode of Inoculation.	Effect of Inoculation.	Number of Deaths from Swelling.	Owner's opinion of Inoculation.	How long was Disease in Herd after Inoculation?	Number of Deaths after Inoculation.	How long was Disease in Herd from first to last?	How many Cattle died from it?	Any other remedy than Inoculation tried? If so, what?	
ALBURY.														
2,500	Slightly	A few ...	Don't know	No record	Needle and worsted	Satisfactory	3 per cent.	We believe	Short time	4 per cent.	...	...	...	Return imperfect—no results given.
700	"	"	6 months	1 per cent.	Worst, dipped paper through tail	Good	1 per cent.	I approve ...	1 month	1 per cent.	
1,085	"	Not many	Always ...	No reply	Needle and worsted	Best results.	Not stated	"	"	...	...	...	...	Return imperfect.
1,800	None	None ...	None	None	"	3 months	3 per cent.	
2,000	Badly	Great many	3 months	10 per cent.	Not stated	Results good	4 per cent.	"	Not long	Can't say	...	...	...	No disease for many years.
180	Slightly	2 per cent.	Can't say	Never recorded	With needle	Satisfactory	Not stated	Favourable	
600	"	10 per cent.	...	...	...	...	...	Don't approve	...	...	Last year	100	None	No replies to questions proposed.
700	"	In favour	
1,500	Slightly	1 per cent.	Several months	30 head	Worst and needle	Satisfactory	2 per cent.	I approve ...	Short time	5 per cent.	...	...	...	No disease of any kind. Information most imperfect.
900	"	5 per cent.	Some weeks	20 head	"	Good results	3 per cent.	"	Short period	4 per cent.	
1,200	"	...	...	...	...	...	...	No reply ...	...	...	...	...	...	No information from Mr. —
300	None	In favour ...	1 month	5 per cent.	
500	Badly	20 per cent.	2 months	10 per cent.	Needle and thread	Satisfactory	None	"	15 days ...	2 per cent.	...	...	...	No information from Mr. —
350	"	35 per cent.	4 months	8 per cent.	Needle and worsted	"	1 per cent.	I approve	
1,200	"	...	...	...	...	...	...	I approve ...	...	...	...	...	...	No information from Mr. —
120	"	Approve	
400	"	...	...	...	...	...	...	Can't say ...	...	...	...	...	...	No information from Mr. —
700	"	"	
900	"	One death	Don't know	...	...	...	...	"	...	...	...	...	...	No information from Mr. —
100	Slightly	"	
1,500	"	A few ...	No reply	...	...	...	...	"	...	...	...	...	...	No information from Mr. —

RETURN showing the Number of Cattle affected with Pleuro-pneumonia, &c.—continued.

No. of Herd.	How affected.	Number affected.	How long prior to Inoculation.	Number of Deaths prior to Inoculation.	INOCULATED HERDS.					UNINOCULATED HERDS.				Remarks.
					Mode of Inoculation.	Effect of Inoculation.	Number of Deaths from swelling.	Owners' opinion of Inoculation.	How long was Disease in Herd after Inoculation?	Number of Deaths after Inoculation.	How long was Disease in Herd from first to last?	How many Cattle died from it.	Any other remedy than Inoculation tried? If so, what?	
ALBURY—continued.														
300	Slightly	A few	4 months	10 per cent.	Knife and virus	Results good	No reply	I approve	Disapp'red	6 per cent.	...	...	...	Mr. —'s return a good one. Very imperfect return.
1,000	"	"	10 days	5 per cent.	Needles and worsted	"	2 per cent.	For it	...	...	...	...	...
1,000	"	"	6 weeks	150	No reply	"	No reply	"	Disapp'red	No reply	...	...	...
1,000	"	1 per cent.	Immediately	1 per cent.	Needle and worsted	Results favourable	None	"	1 month	None	...	...	...
22,535														
GOULBURN AND BERRIMA.														
800	Have not been affected	...	...	...	...	...	...	...	...	...	...	...	...	Have not been affected.
1,000	Slightly	1	1 month	9	The usual way	...	None	In favour	One week	1	...	...	None	
250	Have not been affected	...	...	...	...	...	...	...	...	...	...	...	...	Cattle have not been affected.
300	Very badly	75 per cent.	2 months	99 head	Ordinary mode	...	1 death	In favour	Left at once	None	...	...	None	
120	Healthy	...	...	...	...	...	...	In favour	...	...	...	...	...
65	...	...	...	...	...	...	...	In favour	...	...	...	...	...
250	...	...	...	...	...	...	...	In favour	...	...	...	...	...
300	Not affected for some years.	...	...	20 per cent.	...	...	None	In favour	About 3 weeks.	1	...	...	None	
120	Have been affected	...	Never were inoculated.	...	...	...	...	In favour	...	...	About 2 months.	About 50 per cent. or 140 head.	...	
300	"	...	2 months	60 per cent.	Usual way	...	6 deaths	"	About a fortnight.	None	...	...	None	
100	Not affected	...	7 weeks	10 per cent.	Ordinary way	...	5 deaths	In favour	1 week	5	...	...	None	
50	Were affected badly	...	...	...	...	...	...	The results very good.	...	...	...	...	...

RETURN showing the Number of Cattle affected with Pleuro-pneumonia, &c.—continued.

No. of Herd.	How affected.	Number affected.	How long prior to Inoculation.	Number of Deaths prior to Inoculation.	INOCULATED HERDS.					UNINOCULATED HERDS.			Remarks.	
					Mode of Inoculation.	Effect of Inoculation.	Number of Deaths from Swelling.	Owner's opinion of Inoculation.	How long was Disease in Herd after Inoculation?	Number of Deaths after Inoculation.	How long was Disease in Herd from first to last?	How many Cattle died from it?		Any other remedy than Inoculation tried? If so, what?
GULBOURN AND BERRIMA—continued.														
100	Slightly	...	...	...	...	...	...	Cannot say, from want of experience.	...	...	12 days ...	3 head ...	None	...
1,200	"	1/3 per cent.	...	...	...	...	...	In favour ...	...	...	...	...	...	...
102	Not affected	...	...	...	...	...	...	In favour ...	...	...	...	...	...	...
1,200	Slightly	...	A few days	1 head ...	...	...	1 death ...	In favour ...	Disapp'red at once.	None	...	...	...	...
1,500	Not affected	...	...	...	...	...	...	For, from experience of its efficacy.	...	...	...	...	...	...
400	No disease	...	...	...	...	...	...	...	...	...	...	...	...	No disease in cattle.
500	...	...	...	...	...	...	...	...	...	...	...	...	...	...
200	...	...	...	...	...	...	...	...	...	...	...	...	...	...
50	Not affected	...	...	...	...	...	...	A cure and prevention.	...	...	None	...	...	No disease in our cattle for years.
30	"	...	...	...	...	...	...	Against ...	...	...	...	...	...	...
14	...	...	...	...	...	...	...	...	...	...	...	...	...	...
80	Not affected	...	...	...	...	...	...	Neither for nor against.	...	...	...	...	...	Cattle not affected.
45	Not affected for the last four years.	...	...	...	...	...	...	...	...	...	About 4 months.	Two-thirds of the mob.	Bled some under root of tail and saved nearly all upon which I tried the experiment.	About four years ago very badly.
30	...	...	...	...	...	...	...	In favour; it prevents disease.	...	...	...	...	...	My stock has never been diseased.
70	...	...	...	...	...	...	...	In favour, unquestionably, provided it be done with matter from lungs of diseased cattle, and used in a proper condition.	3 weeks ...	...	...	...	...	Cattle long ago affected.
40	Badly	50 per cent.	3 weeks ...	8	Needle and thread	...	...	...	...	34	...	...	...	Cattle not affected for several years.
500	Not affected	...	...	...	...	...	...	...	...	...	...	...	...	Our cattle never were inoculated.
45	Not affected now; about five years ago badly.	40 per cent.	...	...	...	...	...	...	...	...	From 5 to 6 weeks.	20	...	...

RETURN showing the Number of Cattle affected with Pleuro-pneumonia, &c.—continued.

No. of Herd.	How affected.	Number affected.	How long prior to Inoculation.	Number of Deaths prior to Inoculation.	INOCULATED HERDS.					UNINOCULATED HERDS.			Remarks.	
					Mode of Inoculation.	Effect of Inoculation.	Number of Deaths from Swelling.	Owner's opinion of Inoculation.	How long was Disease in Herd after Inoculation?	Number of Deaths after Inoculation.	How long was Disease in Herd from first to last?	How many Cattle died from it?		Any other remedy than Inoculation tried? If so, what?
PORT MACQUARIE AND MACLEAY RIVER—continued.														
850	Slightly	Never tried it	Did not inoculate	...	Against	...	None	Considers it a cure and preventative—stops spread of disease. Has not had it for four years; inoculated then, no disease since.
1,500	"	Not stated	A few days	3	In tail	Not stated	12	Decidedly for it	1 month	"	...	...	...
300	...	...	...	...	...	...	...	For	...	...	2 years	20 per cent.	...
200	Slightly—did not inoculate	No answer to any of the questions.
450	Nil.	...	...	...	...	...	...	...	...	...	...	...	...
2,300	In paddocks, badly	120 head	Several weeks.	Cannot state number	Not stated	No disease since	5	For; lost none since	Cannot say	Not known	...	...	Tried bleeding, unsuccessful
350	Not affected at any time	No answer to any more questions. No other answer.
400	"	...	...	...	...	...	...	Against	...	...	...	...	...
500	None	...	...	...	...	...	...	For; disease stayed by it	Never in my herd	...	...	Not affected	...
2,300	Badly	Not known	No inoculation	5 years	Not known	No remedy ever tried.	No answer to any more questions. No other answer.
250	Slightly	Not stated	2 years	5 per cent.	Not stated	Disease stopped at once	6	For	Disappeared at once	Nil.	...	...	...
20	Not affected	...	...	...	...	...	...	...	...	...	...	...	...
350	Nil.	20 per cent.	
14,101														

Mr. ... in No. 2 Circular, states that cattle having access to plenty of salt will not catch infection, and believes inoculation ought to be made compulsory in infected herds. There have been very few instances of the disease this summer, and most of the answers relate to a few years back. From my own inquiries and knowledge, inoculation has been successful in staying the disease wherever tried in these districts, nor has the disease ever again shown in any one of the inoculated herds. In the uninoculated herds the disease went on for years, and I am sure none of the owners know their loss; from my own observations on these runs it must have been considerable. I have not heard much of it this year.

The foregoing Returns disclose the following facts with respect to the inoculated and uninoculated herds:—

I.—INOCULATED HERDS.

1. That the deaths from excessive swelling from the operation were comparatively few, ranging from none to 3 per cent.
2. That the opinion of the stockowners in the three districts (which have been purposely selected in three different portions of the Colony) is all but unanimous in favour of inoculation, wherever it has been tried.
3. That after inoculation the disease left the herds, in some cases almost at once, and always before three months had elapsed.
4. That while in some cases as many as 82½ per cent. died previous to inoculation, only 6 per cent. were lost from the disease after the operation, and that although in some cases 75 per cent. of the herd were infected when inoculated.

II.—UNINOCULATED HERDS.

1. That where the cattle were not inoculated, the disease existed in the herd for from six months to five years.
2. That 20 per cent. of the cattle died.

Contrast.

1. Duration of attack:—
Inoculated, from one week to three months.
Uninoculated, from six months to five years.
2. Deaths from disease:—
Inoculated, from nil to 6 per cent.
Uninoculated, from 16 per cent. to 20 per cent.

Thus it will be seen that not only are the losses infinitely less in the inoculated herds than in the uninoculated, but that the duration of the disease in the uninoculated herds has been nearly twenty times as long as in the inoculated.

[Correspondence laid before the Conference by Mr. PARKES.]

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
New Zealand.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 6th August, 1872.

I am directed by His Excellency Sir Hercules Robinson to invite the Government of New Zealand to join in a Conference of the Australasian Colonies, for the consideration of the following subjects:—

- (1.) A Scheme of Ocean Mail Services which would meet the demands of all the Australian Colonies and New Zealand.
 - (2.) The Policy of Intercolonial Free Trade, and the objections thereto advanced by the Secretary of State, in Despatches of July 13th, 1871, and April 19th, 1872.
 - (3.) Telegraphic Communication, more especially in relation to Submarine Cables.
2. Each of these questions is of sufficient magnitude and consequence to engage the joint consideration of all the Colonies, and it may be doubted whether a settlement of them generally satisfactory, or even most advantageous to any one Colony, will ever be arrived at by isolated efforts. If it be contended that the Conferences of the last few years have not been followed by results so beneficial as were expected from them, still their comparative failure hitherto does not constitute a reason for not renewing our endeavours to promote, by united action, those measures of a federal character which can be dealt with most effectively by the Colonies in common. But it is believed that much good has been achieved by former Conferences, as they have tended to make the Colonies better acquainted with each other,—to create amongst them a sounder appreciation of their separate as well as their associated interests, and to determine the principles on which Intercolonial agreement is practicable. Perhaps it could hardly have been hoped that any agreement on the large subjects considered in past Conferences could receive the assent of all the Colonies, without the interruption and delay which arise from the difficulties of remote situation and opposing influences.
3. The larger of the questions to which I now invite your attention are clearly questions in which the Colonies are all equally interested, and they have now been subject to so much discussion that it may be said that they are in a state more favourable for settlement than on any former occasion.
4. If you concur in the views of this Government as to the desirability of a Conference at the present time, I would suggest that it be held in Sydney, about the middle of next month, and that it be attended by two representatives of New Zealand, and by two representatives of each of the Australian Colonies.

I have, &c.,

HENRY PARKES.

P.S.—Letters on the subject will be addressed to the Governments of Queensland, Victoria, South Australia, and Tasmania.—H. P.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Queensland.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 6th August, 1872.

Referring to your several communications on the projected mail service through Torres Straits, and on telegraphic communication, I now have the honor, by direction of His Excellency Sir Hercules Robinson, to invite the Government of Queensland to join in a Conference of the Australian Colonies and New Zealand, to be held in Sydney about the middle of next month, at which the important questions adverted to, together with the still larger subject of Intercolonial free trade, as presented to the Australian Governments by Lord Kimberley's Despatch of April 19th, may be fully considered.

2. I feel assured you will agree with me that these subjects are deserving of early and earnest consideration, and that from their character it may be fairly expected they will be dealt with most satisfactorily by the representatives of the Colonies in consultation. Other matters of minor import, or only affecting some of the Colonies, might be made the subject of deliberation at the Conference with manifest advantage. Of these, Immigration, the Lighting of the Coast, and the Border relations of conterminous Colonies will at once suggest themselves.

I have, &c.,
HENRY PARKES.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
Victoria.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 6th August, 1872.

This Government has recently been authorized by Parliament to arrange for the establishment of a Steam Postal Service between the Australian Colonies and America, in connection with the European mails, and instructions will be forwarded to the Agent-General this month to advertise for tenders in London for the performance of this service by vessels of the requisite speed and capacity. In furtherance of this matter, the whole subject of the English Postal Services will necessarily come under consideration. This important question, and the question of Intercolonial Free Trade, as presented to the Australian Governments by Lord Kimberley's Despatch of 19th April, would be best dealt with in a Conference of the Colonies. Another subject of much interest—that of Telegraphic Communication, especially in relation to existing and projected Submarine Cables—seems to demand consideration from all the Colonies. I am desired by His Excellency Sir Hercules Robinson to invite the Government of Victoria to join in a Conference on these several subjects.

2. The Border relations of this Colony with Victoria and South Australia, and some other matters of minor importance, might be considered at the same Conference.

3. I have invited the Governments of the other Australian Colonies and New Zealand to concur in the expediency of convening the proposed Conference, which it is suggested shall be held in Sydney about the middle of next month, each Colony being represented by two members.

4. With reference to the proposal in this Colony to make the necessary arrangements for establishing, under satisfactory conditions, the Pacific Mail Service, I may further state, in explanation, that the proceedings of this Government will be of a preliminary nature, and confined in the first instance to obtaining tenders from responsible persons for carrying out the service by ships expressly adapted for its successful performance, and to perfecting arrangements in America and elsewhere for the expeditious and uninterrupted transmission of mails. The whole question of participating in the service will be afterwards open to all the Colonies, either as a separate mail line, or as a branch of a general and united postal scheme.

I have, &c.,
HENRY PARKES.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
South Australia.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 6th August, 1872.

Referring to your letter of the 19th June, on the subject of Lord Kimberley's Despatch of 19th April, and expressing a desire to be informed of the views of this Government on the important questions dwelt upon by the Secretary of State, I now have the honor, by direction of His Excellency Sir Hercules Robinson, to invite the Government of South Australia to join in a Conference of all the Colonies, including New Zealand, to consider this and other subjects of general interest.

2. It is submitted that no question of so large and complex a character as that of Intercolonial Free Trade, in view of Lord Kimberley's arguments, has yet been presented for the decision of the Australian Governments, and that a satisfactory and just determination of it can only be arrived at after a close and careful examination of all the arguments, both from a local and from an Imperial point of view, by the Colonies, in concert. Whatever course is agreed upon as most sound in policy should be adopted for reasons which derive their chief force from their general applicability, and in furtherance of the common welfare. Hence it appears obvious that it would be a great advantage to each of the Colonies to have so grave a question fully discussed by the accredited representatives of all the Australian Governments, and that any decision formed in contemplation of opposing interests, and partaking of this federal character, would be entitled to a corresponding degree of consideration from the Imperial authorities.

3. Other matters of general concern, such as the Ocean Mail Services, Telegraphic Communication, especially in relation to Submarine Cables, and in the case of the Colonies possessing conterminous Colonies, will at once suggest themselves.

minous territory, our Border relations, demand early consideration with a view to more satisfactory arrangements. All these subjects might be most effectively treated by the Colonies in conference.

4. If you concur in the views I have submitted—and I hope you will see no reason to dissent from the course proposed—it is suggested that the Conference be held in Sydney about the middle of next month, and that each Colony be represented by two members.

5. I have communicated with the Governments of the other Australian Colonies, and New Zealand, on the subject.

I have, &c.,
HENRY PARKES.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Tasmania.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 6th August, 1872.

Referring to your letter of 18th June, on the subject of the Intercolonial Reciprocity Act of the Tasmanian Parliament, and enclosing copy of your Memorandum to His Excellency Governor Du Cane, I now have the honor to inform you that this Government is in favour of a Conference of the Australian Colonies and New Zealand, to consider the important question to which you invite attention, and the Despatches of Lord Kimberley in reference to it.

2. Other subjects of scarcely less importance—the Ocean Mail Services and Telegraphic Communication, for example—appear to this Government to demand consideration at the present time; and it is believed that they can be dealt with more satisfactorily by the Colonies in conference than by isolated and independent efforts on the part of one or more of the Australian Governments.

3. I am desired by His Excellency Sir Hercules Robinson to invite the concurrence of the Government of Tasmania on the desirability of the proposed Conference. It is suggested that it be held in Sydney about the middle of next month, and that each Colony be represented by two members.

4. I have addressed letters to the Governments of the other Colonies, inviting their agreement.

I have, &c.,
HENRY PARKES.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Melbourne, 13th August, 1872.

LETTER posted to-day intimating our inability to attend Conference next month, Parliament being in session.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Victoria.

SIR,—

Chief Secretary's Office, Melbourne, 13th August, 1872.

I have had the honor of receiving your letter of 6th instant, proposing a Conference at Sydney in September, for considering Postal Communication between the Australian Colonies and England, as also the question of Intercolonial Free Trade, and other important matters.

I regret that this Government cannot arrange for any of its members to proceed to Sydney at the time suggested, nor, indeed can we, at the present moment, fix any early period at which they could do so, as Parliament is in session, and the presence of Ministers cannot be dispensed with. At the same time we feel an anxious desire to deal promptly with the several questions referred to in your letter, especially with that of the English Postal Services, which press for settlement. Lord Kimberley's Despatch on the commercial relations of the Colonies has been under the consideration of the Cabinet, and a reply is about being transmitted to it by His Excellency Lord Canterbury.

Although we are debarred from accepting your invitation for the Conference by the circumstance above mentioned, I can assure you that the Government of this Colony will be glad of any opportunity that may be permitted of co-operating in all measures of general advancement and mutual help.

I have, &c.,
J. G. FRANCIS.

The Hon. the COLONIAL SECRETARY, Queensland, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Queensland.

SIR,—

Colonial Secretary's Office, Brisbane, 15th August, 1872.

I do myself the honor to acknowledge the receipt of your letter of the 6th instant.

I am myself, as I have before intimated to you, about to accompany the Governor on an official visit to the northern portion of the Colony, and shall be absent during the whole of September and a portion of the following month.

The departmental duties of my colleagues, partially neglected during a long and protracted Session, will demand their undivided attention for some time, and we, therefore, must decline the invitation to the Conference to be held in Sydney in September.

Had the time fixed for the Conference been later in the year, we should, as a matter of courtesy, have sent down some representatives; though, looking at the barren results of previous Intercolonial Conferences, we could hardly expect any beneficial results from the one proposed.

Will you allow me again to call your attention to my letter of the 14th May last, with respect to the Torres Straits route.

I have, &c.,
A. H. PALMER.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Tasmania.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 23rd August, 1872.

I have received communications from the Governments of Victoria and Queensland, informing me that they cannot send representatives to the Conference proposed to be held in Sydney next month, owing to inconveniences arising at that time; I would therefore suggest that the Conference be postponed to a later period of the year. So soon as a date convenient to all can be definitely fixed, I will make a further communication to you on the subject.

I have, &c.,
HENRY PARKES.

[A similar letter was addressed to the Colonial Secretary of New Zealand.]

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
South Australia.

(Telegram.)

Sydney, 24th August, 1872.

WILL consult Governments of Victoria and Queensland as to later period for Conference, and will then communicate further.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
Victoria.

(Telegram.)

Sydney, 24th August, 1872.

CAN you name a date when you can conveniently attend Conference of Australian Colonies and New Zealand in Sydney?

[Similar telegram to Queensland.]

The Hon. the COLONIAL SECRETARY, Tasmania, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Tasmania.

SIR,—

Colonial Secretary's Office, 17th August, 1872.

I have the honor to acknowledge the receipt of your letter, under date the 6th instant, in which you inform me, in reply to my letter of the 18th June, that the Government of New South Wales is in favour of a Conference of the Australian Colonies and New Zealand, to consider the important question of Intercolonial Reciprocity, and the Despatches of Lord Kimberley in reference to it, and on other subjects of Australian interest.

The Government of Tasmania learns with lively satisfaction that this large and interesting question continues to occupy the attention of the Government of New South Wales, and heartily concurs in the proposed Conference.

I have accordingly the honor to inform you that His Excellency Governor Du Cane will commission two of his Responsible Advisers to attend the Conference as delegates from the Government of Tasmania.

I have, &c.,
J. M. WILSON.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

South Australia.

SIR,—

Chief Secretary's Office, Adelaide, 26th August, 1872.

I have the honor, by desire of His Excellency Sir James Ferguson, to acknowledge receipt of your letter of the 16th instant, in which you propose the holding of an Intercolonial Conference at Sydney, in the course of next month, for the purpose of enabling the several Colonies interested to arrive at a satisfactory decision on various matters of great moment now pending.

In reply, I have to inform you that this Government recognize the great desirability of determining a system of Intercolonial Free Trade, in connection with the arguments advanced in Lord Kimberley's Despatch of the 19th April last, so that the interests of all the Colonies concerned may be preserved, after full discussion by the accredited representatives of the respective Governments.

I decidedly concur in your views as to the advantages that would accrue from a united consideration of the subjects of the Ocean Mail Service, Telegraph Communication, and Border Duties, in a Conference so formed, and this Government would most gladly be represented thereat, but in consequence of Parliament being in session it would be particularly inconvenient for two members of the Ministry to be absent, more especially as a short adjournment has just been obtained, and the Houses will reassemble a few days after the date mentioned for the proposed meeting of the Conference.

Should it be possible to postpone the meeting until a later period of the year, this Government would send representatives, who would render every assistance in their power in arriving at a satisfactory conclusion with regard to the various important matters indicated.

I have, &c.,
HENRY AYERS.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Melbourne, 28th August, 1872.

THIS Government regrets it cannot fix any early period when two of its members will be able to join your proposed Conference at Sydney. It does not seem probable at any rate before end of October.

The Hon. the COLONIAL SECRETARY, Queensland, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Brisbane, 29th August, 1872.

MIGHT be able send representatives to Conference in January.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
New Zealand.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 19th September, 1872.

Referring to my letter of 6th ultimo, inviting the Government of New Zealand to join in a Conference of the Australian Colonies and New Zealand, to be held in Sydney, for the consideration of several questions of Intercolonial interest therein specified, and to subsequent correspondence as to the most convenient time for holding such Conference,—I now have the honor to name Monday, the 18th November, for the assembling of the representatives of the respective Governments.

2. From the communications I have had with the other Colonies, I infer that the last two weeks of November will be generally convenient for the sittings of the Conference. The Parliament of this Colony will then be in session, but that circumstance will not interfere with due consideration being given to the Intercolonial business.

3. I hope the date now suggested will meet with your concurrence.

I have, &c.,

HENRY PARKES.

[Similar letter addressed to the Chief Secretary of South Australia, the Chief Secretary of Victoria, and the Colonial Secretary of Tasmania.]

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Queensland.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 19th September, 1872.

Referring to my letter of 6th ultimo, and subsequent correspondence, on the proposed Conference of the Australasian Colonies to be held in Sydney, I have now the honor to inquire whether the Government of Queensland can send representatives to such Conference, to assemble about the 18th November next.

2. From the communications I have had with the other Colonies, I think the time suggested will be generally convenient; and although you have mentioned January, in a telegram to this Government, you will perhaps not find it difficult to fall in with the proposal now made, and which I believe will meet with general concurrence.

I have, &c.,

HENRY PARKES.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Victoria.

SIR,—

Chief Secretary's Office, Melbourne, 26th September, 1872.

I have the honor to acknowledge the receipt of your letter of the 19th instant, informing this Government that Monday, the 18th November next, will be the day on which the proposed Conference will assemble at Sydney.

In thanking you for this communication, I can only at present say that we hope that the Parliamentary Session will be over, and that the state of public business here will allow of representatives from this Government being able to attend at the date named; but we do not feel that we are in a position to give a positive assurance at the present moment to that effect.

I have, &c.,

JAS. G. FRANCIS.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

South Australia.

SIR,—

Chief Secretary's Office, Adelaide, 1st October, 1872.

I have the honor, by desire of His Excellency Sir James Ferguson, to acknowledge receipt of your letter of the 19th ultimo, suggesting the 18th November as a later date for the meeting of the proposed Intercolonial Conference in Sydney, and to inform you, in reply, that while this Government is desirous of being represented, I have reason to fear that Ministers will not be able to attend in Sydney earlier than the 9th of next December, as Parliament is now in session.

I have, &c.,

HENRY AYERS.

The Hon. the COLONIAL SECRETARY, Tasmania, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Tasmania.

SIR,—

Colonial Secretary's Office, 5th October, 1872.

I have the honor to acknowledge the receipt of your letter of the 19th ultimo, in which you name Monday, the 18th November, for the assembling of the Conference proposed by your Government to be held in Sydney, for the consideration of the several questions of Intercolonial interest mentioned in your previous communication of the 6th August last.

In reply, I beg to state that the Parliament of Tasmania will be in session at the time you name, and I am informed that the Government of Victoria cannot make it convenient to attend the Conference at that date. I should therefore be glad to learn from you that the Conference was postponed to the 1st of December next.

At the same time, I wish you to understand that the Government of Tasmania will, under any circumstances, be duly represented at the Conference; and that in all probability the Hon. the Colonial Treasurer and myself will be appointed for that purpose by His Excellency Governor Du Cane.

I have, &c.,

J. M. WILSON.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
South Australia.

(Telegram.)

Sydney, 14th October, 1872.

THE Government of Tasmania suggest 1st December for opening of Conference. Would this date be more convenient to you? I think it would better suit Victoria and Queensland. Oblige by early reply.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Adelaide, 15th October, 1872.

IF Conference could be postponed until 9th December, this Government would make great efforts to be represented.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Tasmania.

(Telegram.)

Sydney, 18th October, 1872.

GOVERNMENT of South Australia names 9th December for opening of Conference. Will that date suit you? Reply by telegram.

The Hon. the CHIEF SECRETARY, Tasmania, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Hobart Town, 19th October, 1872.

THE 9th of December for opening of Conference will suit this Government.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
South Australia.

(Telegram.)

Sydney, 21st October, 1872.

IN compliance with your suggestion, the 9th of December is fixed for opening of Conference in Sydney.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Adelaide, 23rd October, 1872.

THANKS for your telegram fixing Conference on the 9th December, at which this Government will be represented.

The Hon. the COLONIAL SECRETARY, New Zealand, to the Hon. the COLONIAL SECRETARY,
New South Wales.

New Zealand.

SIR,—

Colonial Secretary's Office, Wellington, 15th October, 1872.

I have the honor to acknowledge the receipt of your letters of the 6th and 23rd of August, and the 19th of September last, upon the subject of a Conference of Representatives of the Australian Colonies proposed to be held at Sydney in the month of November next, for the purpose of considering several questions of Intercolonial interest.

In reply, I have the honor to acquaint you that the Government of New Zealand sympathize with the objects of the proposed Conference, and are desirous that this Colony should be represented thereat; but they are very doubtful whether, in the existing state of public business of New Zealand, it will be possible for them to give effect to their wishes.

I have, &c.,

JOHN HALL.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
New Zealand.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 31st October, 1872.

Referring to previous correspondence on the subject of the Intercolonial Conference to be held in Sydney, I have the honor to inform you that the date of assembling has been postponed, in deference to the other Australian Colonies, and that on suggestions from the Governments of South Australia and Tasmania, the first sitting has now been fixed for the 9th December next, which it is believed will be convenient also for Victoria and Queensland.

2. In view of the magnitude and urgency of several of the questions which appear to demand concerted consideration, this Government expresses an earnest hope that New Zealand will be represented at the approaching Conference, and that New South Wales and the other Australian Colonies will receive the assistance of your Government in consultation.

I have, &c.,

HENRY PARKES.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Queensland.

New South Wales.

SIR,—

Colonial Secretary's Office, Sydney, 31st October, 1872.

Referring to my previous letters on the subject of the Intercolonial Conference to be held in Sydney, I have now the honor to inform you that, in deference to the expressed wishes of the Governments of South Australia and Tasmania, the 9th of December has been finally fixed upon for the commencement of the sittings. It is hoped, from the communications made to me, that this date will also be convenient for Queensland.

2. In addition to the questions for consideration which I stated in my first letter on the subject, this Government invites the Government of Queensland to introduce any others that may be deemed to possess a federal interest and to press for the joint action of the Colonies.

I have, &c.,

HENRY PARKES.

The Hon. the COLONIAL SECRETARY, Western Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Western Australia.

SIR,—

Colonial Secretary's Office, Perth, 1st November, 1872.

I am directed by His Excellency Governor Weld to bring to the notice of the Government of New South Wales that he understands it is in contemplation to convene a meeting of delegates from the various Australian Colonies, to confer on matters connected with the future Ocean Postal Service between England and Australia, and that he hopes an opportunity may be afforded to allow a representative from this Colony to attend at any Conference held on this subject, in which Western Australia is so deeply interested.

I have, &c.,

FRED. P. BARLEE.

The Hon. the COLONIAL SECRETARY, New Zealand, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Wellington, 4th November, 1872.

NEW ZEALAND GOVERNMENT is desirous of being represented at proposed Intercolonial Conference, but month of December would be exceedingly inconvenient for us. We shall be glad if you can arrange postponement until middle of January. Please reply early.

The Hon. the COLONIAL SECRETARY, Queensland, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Queensland.

SIR,—

Colonial Secretary's Office, Brisbane, 7th November, 1872.

I have the honor to inform you that your several letters inviting the Government of this Colony to send representatives to a Conference proposed to be held in Sydney next month, have received the very careful consideration of the members of the Government, and they have come to the conclusion, which I now beg to intimate to you, that, for a variety of reasons which I do not consider it necessary to enter into, it is not deemed desirable that this Government should take a part in the Conference.

Any proposals which you may at any time wish to make, either as the result of a Conference or as emanating from your own Government, I need hardly say will receive our most careful attention; and speaking for myself and colleagues, I would wish to add a decided opinion that propositions fairly set forth in writing, and submitted by one Government to another, are far more likely to lead to definite results than any number of Conferences.

I have, &c.,

A. H. PALMER.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
Victoria.

SIR,—

Colonial Secretary's Office, Sydney, 13th November, 1872.

I have the honor to request your attention to my letter of the 6th August, and to subsequent correspondence on the proposed Intercolonial Conference to be held in Sydney. It was found that the

date first named would not be convenient for other of the Colonies besides Victoria, and ultimately the 9th of December was fixed, principally on the suggestions of the South Australian and Tasmanian Governments. I have now received a telegram from the Government of New Zealand (a copy of which I append), expressing a desire to be represented, but intimating that the date fixed will be extremely inconvenient for that Colony, and suggesting a further postponement until the middle of January.

2. I am desirous of being guided by you in either adhering to the 9th of December or postponing the assembling of the Conference until the date suggested by New Zealand, with the hope, from the tenor of your former communications on this subject, that either of those dates will meet your convenience. There would manifestly be some objection to further delay on account of the position of the Suez Mail Contract, and the desirability of coming to an early agreement on that subject; but, at the same time, it is desirable that New Zealand should join in the Conference, and I cannot see any speedier means by which all the Colonies may have the privilege of considering in combination the recent proposal of the Imperial Government.

3. The other subjects to which I had the honor to invite your attention, as deserving the consideration of the Colonies in Conference, still remain undecided, and they are all of federal character and importance. To these may now be added one or two questions which more recently have been raised by yourself in correspondence with this Government.

4. I have to express the hope of this Government that one or other of the dates now named will secure the concurrence of the Government of Victoria.

I have, &c.,
HENRY PARKES.

The Hon. the COLONIAL TREASURER, Tasmania, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Hobart Town, 13th November, 1872.

NAME Colonies engaged to send representatives to Conference 9th December.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Tasmania.

(Telegram.)

Sydney, 14th November, 1872.

QUEENSLAND only Colony that has signified intention not to send representatives. New Zealand anxious to be represented, but wishes postponement to middle of January. We yet hope Queensland will be represented.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Melbourne, 18th November, 1872.

SOUTH AUSTRALIA and Tasmania concur in fixing middle of January for Conference. This Government further suggests that, as an issue has unfortunately been raised between this Colony and New South Wales in reference to the Suez Contract, the Conference should be held in Hobart Town. This would be a compliment to Tasmania, and be agreeable to this Government as well as to that of South Australia, and New Zealand no doubt would readily concur.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
Victoria.

(Telegram.)

Sydney, 19th November, 1872.

THIS Government is quite agreeable to postponement of Conference until middle of January. There is one objection to changing the seat of Conference. We have, in deference to other Colonies, postponed time of meeting, because their Parliaments were in session, and it was not convenient for Ministers to be absent. The Parliament of this Colony is in session now, supplying the same reason against Ministers being absent from Sydney.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Melbourne, 19th November, 1872.

URGENT. Your telegram informs us your one objection to Conference meeting middle of January, in Tasmania, is that your Parliament may be then in session. In reply, I would point out to you it is usual to adjourn from before Christmas to well over the New Year; and that, if requisite, Victoria, and no doubt the other Colonies, will meet earlier in January, to suit the convenience of your representatives.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
Victoria.

(Telegram.)

Sydney, 20th November, 1872.

THIS Government regrets that the one reason given against change of seat of Conference is not accepted as sufficient. There are several others, which it was hoped it would not be necessary to advance.

1. The Conference to meet in Sydney is postponed until middle of January, at the request of New Zealand. It would be little short of trifling with that Colony to lead her representatives to make a voyage of 1,000 miles to Sydney, and then another voyage of equal length to Hobart Town, of which she was not previously informed.

2. In the correspondence on this subject, it has been tacitly agreed by the several Governments that the Conference should meet in Sydney.

3. There is no sufficient reason arising from geographical or other objections to place of meeting to support the proposed change. The objection now taken is not in favour of Hobart Town, but against Sydney.

4. The only reason on which your suggestion is founded could not be entertained without an admission prejudicial to the conduct of this Government, which, with every desire for friendly and honorable co-operation, we cannot be expected to make. I need not remind you that the last three Conferences were held in Melbourne.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
South Australia.

(Telegram.)

Sydney, 20th November, 1872.

At the request of New Zealand, we propose to postpone Conference, to be held in Sydney, until middle of January. We learn from Victoria that you concur. Oblige by reply.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Tasmania.

(Extract from Telegram.)

Sydney, 20th November, 1872.

We learn from Victoria that you concur in postponing Conference in Sydney until the middle of January, to meet the wishes of New Zealand.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
New Zealand.

(Telegram.)

Sydney, 21st November, 1872.

CONFERENCE to meet in Sydney postponed until middle of January, in accordance with your request.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Adelaide, 21st November, 1872.

SHALL be prepared to meet in Conference middle of January. Victoria proposes Hobart Town as place of meeting, which would be quite convenient to us if agreeable to you. Government of Western Australia desire to be represented; have I your authority to invite representatives from thence?

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
South Australia.

(Telegram.)

Sydney, 22nd November, 1872.

YOUR telegram of yesterday received. Have stated to Victoria our reasons against changing seat of Conference. Gladly concur in the representation of Western Australia, and shall be pleased if you will invite that Government to send representatives. Letter by post.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
South Australia.

(Telegram.)

Sydney, 22nd November, 1872.

As Western Australia is a Crown Colony, I presume the representatives must be appointed by the Governor.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Victoria.

SIR,—

Chief Secretary's Office, Melbourne, 19th November, 1872.

In reference to your letter of the 13th instant, expressing a wish to be guided by the views of this Government in selecting the date for holding the proposed Conference, I have the honor to refer you for reply to the telegram forwarded to you yesterday, and of which I append a copy hereto.

I should state that this Government received from the Hon. the Colonial Secretary of New Zealand, a few days ago, a copy of his telegram to you, urging the postponement of the Conference until January, and that I have replied to Mr. Hall in similar terms.

I have, &c.,

J. G. FRANCIS.

The Hon. the COLONIAL SECRETARY, New Zealand, to the Hon. the COLONIAL SECRETARY,
New South Wales.

New Zealand.

SIR,—

Colonial Secretary's Office, Wellington, 23rd November, 1872.

I have the honor to acknowledge the receipt of your two letters of the 31st October last, one stating that the proposed Intercolonial Conference had been postponed till the 9th of December, and the other forwarding copy of a letter which you had addressed to the Government of Victoria on the subject of the action taken by that Government after receiving the proposal of the Imperial Government relating to the mail service *via* Suez.

With reference to this latter question, I have the honor to state that it appears to the Government of New Zealand that the question can most conveniently be discussed and disposed of at the proposed Intercolonial Conference about to be held in Sydney. It is the earnest desire of this Govern-

ment to co-operate with that of New South Wales and the other Australasian Colonies in the organization of an efficient ocean mail service, upon terms which shall be mutually fair and advantageous to all the Colonies interested.

With this view, arrangements have been made under which the Colonial Treasurer and the Commissioner of Customs of New Zealand will attend the Conference as delegates from this Colony. If those gentlemen are not able to reach Sydney in time for the opening of the Conference, it is expected that they will do so within a very few days afterwards.

I have, &c.,
JOHN HALL.

The Hon. the COLONIAL SECRETARY, New Zealand, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram, *via* Melbourne.)

23rd November.

I TELEGRAPHED to you on 4th instant, suggesting postponement of Intercolonial Conference; reply daily expected by "Albion." If reply is that postponement cannot take place, two representatives from New Zealand will proceed to Australia as early as possible, probably by "Albion." In this case they will arrive in Sydney a few days after the Conference opens.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Western Australia.

(Telegram.)

Sydney, 5th December, 1872.

YOUR letter 1st November received, expressing the desire of your Government to be represented in Intercolonial Conference. This Government will be glad to receive the advantage of your presence and consultation. I had already communicated with Government of South Australia to that effect. Conference to be held in Sydney about 13th January.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Queensland.

SIR,—

Colonial Secretary's Office, Sydney, 9th December, 1872.

With reference to the proposal made by Mr. Francis to hold the Intercolonial Conference in Hobart Town instead of Sydney, I desire to say that this Government feels that it cannot consent to the change, although it would be glad to meet the wishes of the Government of Victoria in any way compatible with the arrangements which have been contemplated throughout the negotiations on the subject, and with what appears to me a correct sense of public propriety.

The Conference was originally proposed by the Government of this Colony, now four months ago. It was suggested that the Conference should take place in this metropolis, because Sydney and Melbourne are undoubtedly the most centrally situated of the Australian cities; and, as the last three Conferences had been held in Melbourne, it was not thought unreasonable that the present one should be held here. No objection was made to the place of meeting, nor was any suggestion offered on the subject, in the communications received from the neighbouring Governments, including that of Victoria, until the Government of this Colony considered it necessary to withhold its concurrence from the course pursued by Victoria in the matter of the new Suez Mail Contract; on the contrary, a desire was expressed in several instances to be represented at the Conference, and the only objection stated was that the Parliaments of the respective Colonies were then in session, rendering it impracticable for Ministers to be absent. In deference to explanations of this character, the time of meeting as originally suggested by me was altered, and the Conference postponed, first to the 9th December, to meet the wish of South Australia and Tasmania, and finally to the middle of January, at the desire of New Zealand.

The repeated postponements, all in order to suit the convenience of others, brought the period of meeting over the Parliamentary recess of this Colony, and it certainly appears to me unreasonable to propose now to hold the Conference at Hobart Town, at a time when the Parliament of New South Wales is in session, with a more than ordinary pressure of public business on the hands of the Government. The suggestion offered by Mr. Francis that the Christmas adjournment would enable Ministers of this Colony to attend at Hobart Town is altogether impracticable, even if there were no other objections. The Parliament of this Colony will probably adjourn on Friday, the 20th instant, for eighteen days, viz. until Tuesday, the 7th January, while the meeting of the Conference is postponed until the middle of January. In fact, it would not be possible for this Government, with the important measures now before the Legislature, to be represented at a Conference held at Hobart Town at the time fixed.

There is, however, a still greater objection to altering the seat of the Conference as proposed by Mr. Francis. I and my colleagues could not consent to it, on the grounds urged, without admitting that the conduct of this Government in its intercourse with Victoria has been of a character to which just exception can be taken. While acting from a sense of duty in asserting the rights and protecting the interests of New South Wales, we disclaim being actuated by any feeling or desire inimical to the interests of Victoria. We know of no reason, and can acknowledge none, why the honor and influence of Victoria would not be as much respected in Sydney as in Hobart Town, and as much now as at any former period.

I enclose copy of correspondence on the subject.

I have, &c.,
HENRY PARKES.

[A similar letter was addressed to the Chief Secretary, South Australia; the Colonial Secretary, Tasmania; and the Colonial Secretary, New Zealand.]

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY, Queensland.

SIR,— Colonial Secretary's Office, Sydney, 11th December, 1872.

I regret to learn, from your letter of the 7th November, that the Government of Queensland did not at that date consider it desirable to send representatives to the Conference to be held in Sydney next month, and I still entertain a hope that, in deference to the views of the other Colonies, you will reconsider the matter and decide to be represented.

The Colonies of Victoria, South Australia, Tasmania, Western Australia, New Zealand, and New South Wales have now agreed to be present at the Conference, the only difference being the one raised by Victoria as to place of meeting.

I again express a strong hope that the Government of Queensland will not be unrepresented.

I have, &c.,

HENRY PARKES.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY, New Zealand.

New South Wales.

SIR,— Colonial Secretary's Office, Sydney, 11th December, 1872.

I have the honor to acknowledge the receipt of your letter of the 23rd ultimo, stating that my two communications of the 31st of the previous month had been received, and informing me that the Colonial Treasurer and the Commissioner of Customs of New Zealand will attend the Intercolonial Conference in Sydney, as delegates of that Colony.

I have, &c.,

HENRY HALLORAN,

(for the Colonial Secretary).

The Hon. the COLONIAL SECRETARY, Tasmania, to the Hon. the COLONIAL SECRETARY, New South Wales.

Tasmania.

SIR,— Colonial Secretary's Office, 17th December, 1872.

I have the honor to acknowledge the receipt of your letter of the 9th instant, upon the subject of the proposal of the Colony of Victoria that the approaching Conference should be held in Hobart Town.

It would have been a source of much gratification to this Colony if circumstances would have permitted the Government of New South Wales to acquiesce in the selection of that Colony as the seat of the Conference; but fully appreciating the reasons adduced by you for withholding your consent, I can only assure you that the delegates from Tasmania will be prepared to attend wherever it may be finally decided that the representatives of the several Colonies shall assemble to deliberate upon the important subjects awaiting their consideration.

I have, &c.,

JAMES K. SCOTT.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY, South Australia.

(Telegram.)

Sydney, 21st December, 1872.

OUR Parliament stands adjourned until Wednesday, January 15th. I would suggest Monday, January 13th, for opening the Conference, which date I think will probably suit all the Colonies.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY, New South Wales.

South Australia.

SIR,— Chief Secretary's Office, Adelaide, 24th December, 1872.

I have the honor, by desire of His Excellency the Officer Administering the Government, to acknowledge the receipt of your letter of the 9th instant, and to thank you for the copies of correspondence respecting the action of the Government of Victoria relative to the proposed new Postal Service *via* Suez, contained therein.

I consider that your Government has made out a strong case in favour of the Conference being held at Sydney, as originally proposed.

I have, &c.,

HENRY AYERS.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY, Victoria.

SIR,— Colonial Secretary's Office, Sydney, 23rd December, 1872.

I have the honor to suggest for your concurrence, Monday, the 13th January, for the opening of the Intercolonial Conference. In reply to an inquiry from the Chief Secretary of South Australia, I have suggested the same day to the Government of that Colony.

I assume that this date will meet the wishes of the New Zealand Government, as the period to which a postponement was originally desired was the middle of January.

The Parliament of this Colony stands adjourned until Wednesday, the 15th January. And in any case Ministers here must attend the sittings of the Conference during the Session of Parliament. It will not therefore much inconvenience this Government should a later day be preferred for the opening.

In addition to the subjects mentioned in my first letter, this Government would desire to submit to the Conference the question of prohibiting throughout Australia the importation of live stock from the United Kingdom and Foreign Countries, with the view of excluding rinderpest and other malignant diseases.

I have, &c.,
HENRY PARKES.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Melbourne, 30th December, 1872.

I AND the Treasurer will attend Conference, and will be in Sydney in time to meet on or about the 13th January.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
Victoria.

(Telegram.)

Sydney, 30th December, 1872.

YOUR telegram received. The Honorable Saul Samuel (Vice-President of the Executive Council), together with myself, has been authorized by the Governor in Council to represent this Government in the Conference.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY,
South Australia.

(Extract from Telegram.)

Sydney, 30th December, 1872.

YOUR letter received. The Hon. Saul Samuel (Vice-President of the Executive Council), together with myself, has been authorized by the Governor in Council to represent this Government in the Conference. I have received a message informing me that Mr. Francis and Mr. Langton (Treasurer) will represent Victoria.

The Hon. the COLONIAL SECRETARY, Tasmania, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Hobart Town, 30th December, 1872.

Is the date for holding the Intercolonial Conference fixed, and what Colonies have agreed? We are anxious to know as soon as possible.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Queensland.

(Telegram.)

Sydney, 30th December, 1872.

I AND the Vice-President (Mr. Samuel) have been authorized by the Governor in Council to represent this Government in the Conference. I have received messages informing me that Mr. Francis (Premier) and Mr. Langton (Treasurer) will represent Victoria; and that Sir Henry Ayers (Premier) and Mr. Barrow (Treasurer) will represent South Australia. The Conference will meet January 13th to January 15th.

[Similar telegram sent to the Colonial Secretary of Tasmania.]

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. JULIUS VOGEL. (To be delivered in Melbourne by Telegraph Office, on his arrival there per "Rangitoto").

(Telegram.)

Sydney, 30th December, 1872.

I AND the Vice-President of the Executive Council (Mr. Samuel) have been authorized by the Governor in Council to represent this Government in the Conference. The Chief Secretary and Treasurer in each case will represent Victoria and South Australia. It is proposed that the Conference meet January 13th to 15th.

The Hon. J. VOGEL to the Hon. the COLONIAL SECRETARY, New South Wales.

(Telegram.)

Melbourne, 2nd January, 1873.

HAVE received your telegram describing representatives to Conference. Mr. Reynolds (Commissioner of Customs) and myself (Colonial Treasurer and Postmaster-General) will attend on behalf of New Zealand.

The Hon. the COLONIAL SECRETARY, Queensland, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

2nd January, 1873.

HIS Excellency the Governor in Council has appointed myself and the Secretary for Lands (Mr. Thompson) as delegates to the Conference to be held in Sydney on 13th instant.

The Hon. the COLONIAL SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Adelaide, 3rd January, 1873.

THANKS for your telegram. The Treasurer and I propose leaving by "Aldinga," on Tuesday, for Melbourne; will telegraph from there our probable arrival in Sydney.

The Hon. the COLONIAL SECRETARY, Tasmania, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Hobart Town, 3rd January, 1873.

F. M. INNES (Premier and Treasurer) and J. M. Wilson (President, Legislative Council) will represent Tasmania at the Conference.

NEW ZEALAND DELEGATES to the Hon. the COLONIAL SECRETARY, New South Wales.

(Telegram.)

Melbourne, 4th January, 1873.

CONSIDERING that, as Western Australia is sending delegates, it would be discourteous to commence until they have arrived, we concurred yesterday with Mr. Francis and Mr. Langton that it is desirable to postpone commencement of Conference until after arrival of mail steamer.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY,
Queensland.

(Telegram.)

Sydney, 4th January, 1873.

I HAVE received the following telegram from the Chief Secretary of Victoria:—"Delegates from New Zealand concur with us that, as Western Australian Delegates are coming by mail steamer, Conference at Sydney should be postponed until after her arrival there. We therefore propose to leave by same vessel."

[Similar telegram to Colonial Secretary, Tasmania.]

The Hon. the COLONIAL SECRETARY, Queensland, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Brisbane, 4th January, 1873.

I PRESUME you must postpone. We intended starting to-night per "Leichardt," and are all ready; but I can't spare time to wait in Sydney. Reply.

The Hon. the COLONIAL SECRETARY, Queensland, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Brisbane, 6th January, 1873.

PLEASE advise what date you have adjourned Conference to, that I may make my arrangements.

Substance of Telegram from the Hon. the COLONIAL SECRETARY, New South Wales,
to the Hon. the COLONIAL SECRETARY, Queensland.

7th January, 1873.

I MERELY concurred in delay to enable delegates from Western Australia to arrive by mail steamer. Do not think Conference can meet before Monday, 20th.

ADDRESSES TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR THE COLONIES.

No. 1.

Intercolonial Commercial Reciprocity.

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR THE COLONIES,—

The Representatives of the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Western Australia, assembled in Conference in Sydney, have carefully considered the correspondence which has taken place between the Right Honorable the Secretary of State for the Colonies and their several Governments, upon the subject of Intercolonial Commercial Reciprocity. The Conference having given respectful attention to the arguments used by the Secretary of State, still consider it their duty to urge upon the Imperial Government the removal of the restrictions which preclude two or more Colonies of the Australasian Group from entering into arrangements for the admission of articles the growth, produce, or manufacture of any part of Australia or New Zealand, upon terms to which they may mutually agree.

The Conference express their earnest hope that Her Majesty's Government will introduce, at as early a date as possible, the necessary measure of legislation to give effect to the wishes of the Conference.

Signed at Sydney, the 14th day of February, 1873.

HENRY PARKES, Colonial Secretary,	}	New South Wales.
SAUL SAMUEL, Vice-President of the Executive Council,		
JULIUS VOGEL, Colonial Treasurer and Postmaster-General,	}	New Zealand.
WILLIAM H. REYNOLDS, Commissioner of Customs,		
A. H. PALMER, Colonial Secretary,	}	Queensland.
J. MALBON THOMPSON, Secretary for Public Lands,		
HENRY AYERS, Chief Secretary,	}	South Australia.
JOHN H. BARROW, Treasurer,		
FREDK. M. INNES, Colonial Treasurer,	}	Tasmania.
J. M. WILSON, M.L.C.,		
JAS. G. FRANCIS, Chief Secretary,	}	Victoria.
EDWARD LANGTON, Treasurer,		
FRED. P. BARLEE, Colonial Secretary,		Western Australia.

No. 2.

Duty on Australian Wines imported into the United Kingdom.

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR THE COLONIES,—

The Representatives of the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Western Australia, respectfully request the Imperial Government to take into consideration the great disadvantage under which the Vinegrowers of Australia labour with respect to the duty charged on the admission of their wines into the United Kingdom.

The natural alcoholic strength of Australian wines is generally in excess of twenty-six per cent. of proof spirit, on which the duty of two shillings and sixpence is payable,—a rate which is almost prohibitory of the import of wine from Australia into the United Kingdom.

A large proportion of the wines of France and Germany seldom reach the standard of twenty-six per cent. of proof spirit, and are therefore admitted at the lowest duty of one shilling per gallon.

Large quantities of wine are being produced in the Australasian Colonies, greatly in excess of the consumption of their inhabitants, and a very considerable export could be made to the United Kingdom if the standard of strength at which the higher duty of two shillings and sixpence is charged was increased from twenty-six to thirty-five per cent. of proof spirit.

The Representatives of the Colonies in Conference therefore trust that the Secretary of State will take the necessary steps to extend the limit of the standard of strength to thirty-five per cent. accordingly, and thus allow such wines to be admitted at the duty of one shilling per gallon, and afford encouragement to a most important industry in which so many Colonists are engaged.

Signed at Sydney, the 14th day of February, 1873.

HENRY PARKES, Colonial Secretary,	}	New South Wales.
SAUL SAMUEL, Vice-President of the Executive Council,		
JULIUS VOGEL, Colonial Treasurer and Postmaster-General,	}	New Zealand.
WILLIAM H. REYNOLDS, Commissioner of Customs,		
A. H. PALMER, Colonial Secretary,	}	Queensland.
J. MALBON THOMPSON, Secretary for Public Lands,		
HENRY AYERS, Chief Secretary,	}	South Australia.
JOHN H. BARROW, Treasurer,		
FREDK. M. INNES, Colonial Treasurer,	}	Tasmania.
J. M. WILSON, M.L.C.,		
JAS. G. FRANCIS, Chief Secretary,	}	Victoria.
EDWARD LANGTON, Treasurer,		
FRED. P. BARLEE, Colonial Secretary,	}	Western Australia.

No. 3.

Acquisition or Construction of through Line of Telegraphic Communication between Great Britain, India, and Australasia.

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR THE COLONIES,—

The Representatives of the Colonies of New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Western Australia, in Conference assembled, in forwarding to the Right Honorable the Secretary of State for the Colonies the Resolution attached (which passed the Conference unanimously), desire to impress upon his Lordship their sense of its urgency and importance.

The Governments of all the Australasian Colonies have taken charge of the lines of telegraphic communication in their respective Colonies. Experience has shown that this course has enabled far greater facilities to be offered to those using the telegraph, and at lower rates, than if the lines had been permitted to pass into private hands, or into the hands of public companies. Her Majesty's Government have recently acquired the land lines within the United Kingdom; and the Conference believe, from the information they possess, that the change has been attended with success.

They are of opinion that the arguments which may be used in favour of Governments taking charge of the land lines within their territories, apply with more force to their taking charge of the means of communication between the separate parts of the same Empire.

The national objects served are too obvious to need comment. It is submitted that they are sufficiently strong to be worthy of consideration, even supposing the communication would have to be maintained at some pecuniary cost.

But the proposal made by the Conference will in all probability not involve a loss. On the contrary, it may equally be urged on the ground of economy as on that of good government. Her Majesty's subjects in the United Kingdom, India, and Australasia have now to use the lines in the hands of Joint Stock Companies, who look for rates to yield their shareholders from 10 to 15 per cent. If the Governments acquired the lines, they could obtain money at about 4 per cent.; besides that, by the use of Her Majesty's ships, the lines could be maintained at less than the present cost of maintenance. The Governments would therefore be able to offer the use of the telegraph at lower rates than Joint Stock Companies are inclined to do. When it is considered how materially telegraphic communication promotes the prosperity of the countries enjoying it, it may without exaggeration be asserted that the proposal made by the Conference is one in the interest of a large portion of Her Majesty's subjects.

The Conference would prefer that Her Majesty's Government should elaborate the details; and they merely throw out as a suggestion, that the Imperial Government, in conjunction with the

Governments of India and the Australasian Colonies, should jointly acquire or construct a through line between the United Kingdom, Australia, and New Zealand, and by way of Her Majesty's Indian Possessions.

Signed at Sydney, the 14th day of February, 1873.

HENRY PARKES, Colonial Secretary,	}	New South Wales.
SAUL SAMUEL, Vice-President of the Executive Council,		
JULIUS VOGEL, Colonial Treasurer and Postmaster-General,	}	New Zealand.
WILLIAM H. REYNOLDS, Commissioner of Customs,		
A. H. PALMER, Colonial Secretary,	}	Queensland.
J. MALBON THOMPSON, Secretary for Public Lands,		
HENRY AYERS, Chief Secretary,	}	South Australia.
JOHN H. BARROW, Treasurer,		
FREDK. M. INNES, Colonial Treasurer,	}	Tasmania.
J. M. WILSON, M.L.C.,		
JAS. G. FRANCIS, Chief Secretary,	}	Victoria.
EDWARD LANGTON, Treasurer,		
FRED. P. BARLEE, Colonial Secretary,		Western Australia.

RESOLUTION REFERRED TO.

3. Mr. VOGEL then moved, and Mr. BARLEE seconded, the following Resolution, which was unanimously agreed to:—"That this Conference, representing the Governments of the several Australasian Colonies, desire to express to the Right Honorable the Secretary of State their willingness and anxiety to co-operate with the Imperial Government in the acquisition or construction of through lines of Telegraphic Communication between Great Britain, India, and Australasia."

HENRY PARKES,
Chairman.

No. 4.

Investment of Trust Funds in Colonial Government Securities.

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR THE COLONIES,—

The Representatives of the Australasian Colonies, assembled in Conference, desire urgently to impress upon the Right Honorable the Secretary of State for the Colonies the very great and unnecessary disadvantages to which, as it appears to them, the Colonies are subjected, through trustees in the United Kingdom not being at liberty to invest trust funds in Colonial Government Securities.

When trustees act under instruments which do not expressly exclude or include certain securities, their discretion as to investment is still limited by certain Acts of Parliament. They may invest in securities guaranteed by Parliament, in securities authorized by general order of the Court of Chancery, in parliamentary stocks, in public funds, or Government securities. They are also allowed to invest in Indian unguaranteed stocks; and lately they have been permitted to invest in railway securities.

It is submitted by the Conference, that legislative provision should be made, in virtue of which trustees would be at liberty to invest in Colonial Government Securities. There can be no reason why the securities of the Colonies should not be placed upon as favourable a footing as the unguaranteed securities of India.

There are numerous cases of persons who reside in the Colonies, beneficially interested in trust funds in the United Kingdom, who desire that such funds should be invested within the Colony in which they reside. The trust deeds do not prohibit such a course, yet the trustees, in the absence of the suggested legislative provision, find themselves unable to comply with the wishes of those on behalf of whom they act.

The enormous accumulations of trust moneys would make the measure now suggested one of great convenience to a large number of Her Majesty's subjects residing in the United Kingdom.

The Conference earnestly urges the Secretary of State to take the steps necessary to give effect to this representation.

Signed at Sydney, the 14th day of February, 1873.

HENRY PARKES, Colonial Secretary,	}	New South Wales.
SAUL SAMUEL, Vice-President of the Executive Council,		
JULIUS VOGEL, Colonial Treasurer and Postmaster-General,	}	New Zealand.
WILLIAM H. REYNOLDS, Commissioner of Customs,		
A. H. PALMER, Colonial Secretary,	}	Queensland.
J. MALBON THOMPSON, Secretary for Public Lands,		
HENRY AYERS, Chief Secretary,	}	South Australia.
JOHN H. BARROW, Treasurer,		
FREDK. M. INNES, Colonial Treasurer,	}	Tasmania.
J. M. WILSON, M.L.C.,		
JAS. G. FRANCIS, Chief Secretary,	}	Victoria.
EDWARD LANGTON, Treasurer,		
FRED. P. BARLEE, Colonial Secretary, 		Western Australia.

Circular Despatch respecting New Postal Service *via* Suez.

The Hon. the SECRETARY of STATE for the COLONIES to the OFFICER ADMINISTERING
the GOVERNMENT of NEW SOUTH WALES.

(Circular.)

Downing Street,
4th September, 1872.

SIR,—

I transmit to you a copy of a letter from the Lords Commissioners of the Treasury, containing proposals for a new postal service with the Australasian Colonies on the termination of the present contract with the Peninsular and Oriental Steam Navigation Company at the end of the year 1873.

I request that you will inform me of the views of your Government on their Lordships' proposals.

I have, &c.,

KIMBERLEY.

CHARLES W. STRONGE, Esq., to R. G. W. HERBERT, Esq., Colonial Office.

SIR,—

Treasury Chambers, 14th August, 1872.

I am commanded by the Lords Commissioners of Her Majesty's Treasury to request that you will state to the Earl of Kimberley, with reference to the correspondence that has recently taken place relative to the packet service between this country and the Australian Colonies and New Zealand, that my Lords have given this subject their attentive consideration.

My Lords would observe that the several Colonies (with the exception of West Australia) having requested that an end should be put to the contract under which the Peninsular and Oriental Steam Navigation Company now convey the Australian mails between Point de Galle and Sydney, the necessary notice has been given to the Company, and the contract will expire at the end of next year (1873).

It therefore becomes necessary to determine in what manner and by what route the postal communication should be maintained when the contract in question comes to an end.

The several routes which have been suggested are—

1. The present route *via* Suez and Point de Galle ;
2. As an alternative route, the route *via* San Francisco ; and
3. Incidentally, the route *via* the Cape of Good Hope.

The advantages, however, attendant upon the present route appear to my Lords to be so conclusive that they are decidedly of opinion that it should not be changed.

The advantages are, first, that it is the shortest ; and secondly, that by making use of the vessels under contract with Her Majesty's Government for the India and China Service as far as Point de Galle, the carriage of the Australian mails is provided for a considerable portion of the distance over which they have to be conveyed.

As several of the Australian Colonies have, on repeated occasions, complained of the manner in which the service between Point de Galle and Australia has been performed, and so much difficulty has hitherto been experienced by the Home Government in providing a service satisfactory to the Colonies, my Lords have come to the conclusion that it is not advisable that the Imperial Government should any longer be parties to any contract for the service between Point de Galle and Australia, but that it would be better that the Colonies should, at the expiration of the present contract, themselves, in combination, provide such service, leaving it to the Imperial Government to provide for the conveyance of the mails between England and Point de Galle.

A considerable sum has hitherto been contributed by the Australian Colonies and New Zealand towards the expense of the conveyance of their mails between this country and Point de Galle ; my Lords propose, at the termination of the present Point de Galle and Australian contract, to relieve the Colonies from any payment on this account, and to undertake, on the part of the Imperial Government, so long as the present contract for the India and China Mail Service is in existence, that is, until the 31st January, 1880, to convey the Colonial mails between England and Point de Galle, and *vice versa*, free of all charge to the Colonies, on the Colonies, in combination, providing an efficient line of packets, fitted at Point de Galle to the Suez and China packets, to run once every four weeks (or once every fortnight, whichever the Colonies may deem most essential to their own interests) between Point de Galle and whatever port or ports in Australia the Colonies may themselves consider most expedient, and *vice versa* ; and my Lords will be prepared to contribute a sum not exceeding one-half of the expenses of a four-weekly service between Point de Galle and the Australian Colonies and New Zealand (in the event of the latter Colony becoming a party to the arrangement), subject, however, to the distinct limitation that the contribution to be made on the part of the Imperial Government in any one year shall in no case exceed £40,000, and on the understanding that the packets shall call at King George's Sound to land and embark the West Australian mails ; that Colony being, however, called upon to pay her share, in proportion to her correspondence, towards the expense of the packet service between Point de Galle and Australia ; and in the event of the Colonies arranging conjointly or by a substantial majority for a fortnightly service, my Lords will be prepared to entertain the question of a further contribution.

But this undertaking is given upon the express condition that any second service towards which the Imperial Government may render assistance is alternative with the other—*i.e.*, that there shall be sufficient interval between the arrival and departure of the steamers for the purposes of correspondence.

As it appears from the letter from the Colonial Office, dated the 24th ultimo, and its enclosures, that it is the wish of the Government of Queensland that the correspondence of that Colony shall be conveyed once every four weeks *via* Torres Straits, my Lords have no objection, on the part of the Imperial Government, to convey such correspondence between England and Singapore free of all charge, but they are not prepared to make any contribution towards a service between Singapore and Brisbane, which must be left to the Colony to provide.

My Lords have only to state, in conclusion, that the arrangement at present in force as regards the division of the postage on the mail matter conveyed between this country and the Australian Colonies should not be disturbed.

I have, &c.,
CHARLES W. STRONGE,
Pro Secretary.

Correspondence respecting action of Government of Victoria relative to New Postal Service *via* Suez.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Adelaide, 24th September, 1872.

WE received the following telegram from our Agent-General last mail, viz.:—"Government propose new mail contract—convey Australian mails to Galle free—service Galle-Australia to be undertaken by Australian Colonies—Government will contribute not exceeding forty thousand annually for four-weekly service, with further contribution if fortnightly service is arranged—advantage Suez route considered conclusive."

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(No. 4,105.)

Victoria.

SIR,—

Chief Secretary's Office, Melbourne, 26th October, 1872.

With reference to a proposal for a new postal service with the Australian Colonies, on the termination of the existing contract with the Peninsular and Oriental Steam Navigation Company, contained in Treasury letter of 14th August, 1872, covered by Despatch from the Secretary of State for the Colonies, under date 4th September, 1872, I take the earliest opportunity of informing you that this Government—availing itself of the telegraphic line now in communication with England—has already intimated its willingness to accept the proposal of the Imperial Government, and its desire to co-operate with the other Governments of the several Australian Colonies and New Zealand in making the necessary arrangements.

Immediate action is necessary in order that sufficient time may be given to Colonial and other Steamship Companies that may be desirous of entering into competition for the performance of the service. It is therefore indispensable that immediate steps should be taken for agreeing upon, and making known as extensively as possible, the conditions of contract; and with this object in view, the Government of Victoria is prepared to submit to you, on your expressing a desire for co-operation, the terms on which it is proposed to call for tenders for the required service (monthly and fortnightly) as early as possible; and to forward instructions on the subject, if practicable, to the Agent-General for Victoria by the next mail, which leaves Melbourne on the 8th of next month.

The opinion of the Lords Commissioners of Her Majesty's Treasury in favour of at least a four-weekly service by the Suez route is so forcibly expressed, and it is so plainly stated that the aid of the Imperial Government will only be extended in support of a mail service to the Australian Colonies on condition that the mails are conveyed at least once a month to Point de Galle in connection with the Suez and China packets, that this Government does not anticipate unwillingness on the part of the other Colonies in adopting the proposed arrangement, and feels confident that the strong desire to act in cordial co-operation with the other Colonies which is felt by the Government of Victoria will be duly reciprocated.

That you may be fully informed of the views of this Government on the whole question of postal communication with Europe, I enclose copy of the *Argus* of the 23rd instant, showing the statements made in the Legislative Assembly on the 22nd, by the Minister of the Post and Telegraph Department.

I have the honor to request your attentive consideration of this subject, and the favour of your views thereon, at your earliest possible convenience.

A copy of this letter has been forwarded to the Governments of Queensland, South Australia, New Zealand, Tasmania, and Western Australia.

I have &c.,
J. G. FRANCIS.

APPENDIX.

[Extract from the *Argus*, 23rd October, referred to.]

THE NEW POSTAL SERVICE.

MR. LANGTON presented a Message from His Excellency the Governor, transmitting copy of a Despatch from the Secretary of State, forwarding a copy of a letter from the Lords Commissioners of the Treasury, containing proposals for a new postal service on the termination of the present contract with the P. and O. Steam Navigation Company at the end of the year 1873.

The documents were read by the Clerk at the table, and are as follows:—

"(Circular.)

"SIR,—

"4th September, 1872.

"I transmit to you a copy of a letter from the Lords Commissioners of the Treasury, containing proposals for a new postal service with the Australasian Colonies, on the termination of

the present contract with the Peninsular and Oriental Steam Navigation Company at the end of the year 1873.

"I request that you will inform me of the views of your Government on their Lordships' proposals.

"I have, &c.,
"KIMBERLEY."

"SIR,—

"Treasury Chambers, 14th August, 1872.

"I am commanded by the Lords Commissioners of Her Majesty's Treasury to request that you will state to the Earl of Kimberley, with reference to the correspondence that has recently taken place relative to the packet service between this country and the Australian Colonies and New Zealand, that my Lords have given this subject their attentive consideration.

"My Lords would observe that the several Colonies (with the exception of West Australia) having requested that an end should be put to the contract under which the Peninsular and Oriental Steam Navigation Company now convey the Australian mails between Point de Galle and Sydney, the necessary notice has been given to the Company, and the contract will expire at the end of next year (1873).

"It therefore becomes necessary to determine in what manner, and by what route, the postal communication should be maintained when the contract in question comes to an end.

"The several routes which have been suggested are—

- "1. The present route *via* Suez and Point de Galle.
- "2. As an alternative route, the route *via* San Francisco; and
- "3. Incidentally, the route *via* the Cape of Good Hope.

"The advantages, however, attendant upon the present route appear to my Lords to be so conclusive that they are decidedly of opinion that it should not be changed.

"The advantages are—first, that it is the shortest; and secondly, that by making use of the vessels under contract with Her Majesty's Government for the India and China service as far as Point de Galle, the carriage of the Australian mails is provided for a considerable portion of the distance over which they have to be conveyed.

"As several of the Australian Colonies have on repeated occasions complained of the manner in which the service between Point de Galle and Australia has been performed, and so much difficulty has hitherto been experienced by the Home Government in providing a service satisfactory to the Colonies, my Lords have come to the conclusion that it is not advisable that the Imperial Government should any longer be parties to any contract for the service between Point de Galle and Australia, but that it would be better that the Colonies should, at the expiration of the present contract, themselves, in combination, provide such service, leaving it to the Imperial Government to provide for the conveyance of the mails between England and Point de Galle.

"A considerable sum has hitherto been contributed by the Australian Colonies and New Zealand towards the expense of the conveyance of their mails between this country and Point de Galle. My Lords propose at the termination of the present Point de Galle and Australian contract to relieve the Colonies from any payment on this account, and to undertake, on the part of the Imperial Government, so long as the present contract for the India and China Mail Service is in existence—that is, until the 31st January, 1880—to convey the Colonial mails between England and Point de Galle, and *vice versa*, free of all charge to the Colonies, on the Colonies in combination providing an efficient line of packets, fitted at Point de Galle to the Suez and China packets, to run once every four weeks (or once every fortnight, whichever the Colonies may deem most essential to their own interests) between Point de Galle and whatever port or ports in Australia the Colonies may themselves consider most expedient, and *vice versa*; and my Lords will be prepared to contribute a sum not exceeding one-half of the expense of a four-weekly service between Point de Galle and the Australian Colonies and New Zealand (in the event of the latter Colony becoming a party to the arrangement), subject, however, to the distinct limitation that the contribution to be made on the part of the Imperial Government in any one year shall in no case exceed £40,000, and on the understanding that the packets shall call at King George's Sound to land and embark the West Australian mails, that Colony being, however, called upon to pay her share, in proportion to her correspondence, towards the expense of the packet service between Point de Galle and Australia; and in the event of the Colonies arranging conjointly or by a substantial majority for a fortnightly service, my Lords will be prepared to entertain the question of a further contribution.

"But this undertaking is given upon the express condition that any second service towards which the Imperial Government may render assistance is alternative with the other—*i.e.*, that there shall be sufficient interval between the arrival and departure of the steamers for the purposes of correspondence.

"As it appears from the letter from the Colonial Office, dated the 24th ultimo, and its enclosures, that it is the wish of the Government of Queensland that the correspondence of that Colony shall be conveyed once every four weeks *via* Torres Straits, my Lords have no objection on the part of the Imperial Government to conveying such correspondence between England and Singapore free of all charge, but they are not prepared to make any contribution towards a service between Singapore and Brisbane, which must be left to the Colony to provide.

"My Lords have only to state, in conclusion, that the arrangement at present in force as regards the division of the postage on the mail matter conveyed between this country and the Australian Colonies should not be disturbed.

I have, &c.,

"CHARLES W. STRONGE,
"Pro Secretary."

"R. G. W. Herbert, Esq., Colonial Office.

Mr. Langton thought it would perhaps be convenient if he took this opportunity of fulfilling a promise which he made some time ago, that before the Session was over the Government would intimate the course they intended to take in regard to the postal service. The House would gather from the communication which had just been read, that the Home Government had offered—and he thought every one must admit that it was a very liberal offer—to carry the Australian mails free of charge as far as Galle. That service had been costing the Colonies £28,000 per annum, and of that charge the Colonies would be at once relieved. The Home Government offered further, if the Colonies would undertake to enter into a contract for carrying the mails between Galle and the Australian continent, to contribute a sum not exceeding £40,000 towards a four-weekly service; and also, if the Colonies combined in the way suggested, to contribute a still larger sum towards a fortnightly service. After giving careful consideration to the subject, the Government of this Colony had come to the conclusion that the Colonies would be able to obtain a fortnightly service in this direction for rather a smaller sum of money than they were at present paying for the four-weekly service. It would be quite out of place, even if it were not impossible, for him to attempt to submit to the House any estimate of the exact cost the Government thought would be incurred in carrying out this arrangement. Not only would it be impossible, it would be imprudent, simply because it would prejudice the arrangements to be entered into with the neighbouring Colonies, and those with whom this Government had to contract for the carrying out of the service. He should therefore content himself with stating the opinion that, for a smaller sum than the Colonies were at present paying for a four-weekly service, a fortnightly service could be secured. The Government contemplated at once intimating their willingness to accept the offer. They anticipated the ready acquiescence of the other Colonies, and were also willing that Victoria should take the responsibility of entering into the contract, and of conducting the business and distributing the mails at this end, for of course Melbourne would be the terminus of the route. It would therefore be apparent to the House that inasmuch as our existing contract terminated in December, 1873, there was no time to be lost if we desired to give both local tenderers and tenderers in other parts of the world ample opportunity to send in their tenders and make their arrangements for carrying out the service when their contracts were accepted. Under these circumstances, the Government desired to inform the House that they proposed to acquaint the Imperial Government and the neighbouring Colonies, without delay, that as far as this Colony was concerned, the Victorian Government were willing to accept the offer made by the Imperial authorities, and that they hoped to receive the assistance of all the neighbouring Colonies in giving effect to it; but should any of the neighbouring Colonies hold back, thinking the offer might not be as favourable to them as to this Colony, the Government would still advise the Victorian Parliament to take upon itself the responsibility of entering into the arrangement, the Government believing it to be the best that could be made under the circumstances. Of course the House would naturally expect to hear the views of the Government with respect to the San Francisco route. It had been announced that a Conference was to be held in Sydney in the course of the next few weeks to consider the proposal of New South Wales to enter into a contract for carrying mails *via* San Francisco. In regard to that proposal, though, as a matter of course, it would not be nearly so convenient for this Colony as the route the Imperial Government offered to subsidize, yet at the same time, looking at the desirability of maintaining regular and frequent communication with the islands of the Pacific and the coast of America, this Government would be willing to contribute a reasonable proportion to the subsidy which might be required for such a service, and that reasonable proportion would of course have some reasonable relation to the proportion of the cost of a fortnightly service *via* Suez which the Government of New South Wales would be willing to bear. With regard to the Cape route, there had been numerous communications made to the Government of this Colony on this subject, but this difficulty stood in the way: it had been represented to the Government—and the representations had been borne out by facts which must have come under the notice of every one—that there were several competing companies already on that route, and that probably, without payment of any subsidy, first-class steamers would in a few months be regularly running by way of the Cape, and that the advantages afforded by these steamers would be enjoyed by these Colonies just as much as if they had undertaken to subsidize them. In this state of things the Government did not feel justified in contemplating committing this Colony to any liability on account of that route at the present time. He might be permitted to add that the Government had under consideration a proposal to be submitted to the Governments of the neighbouring Colonies, and that of South Australia in particular, whose enterprise in completing telegraphic communication with Europe he thought deserved all praise. (Hear, hear.) The Government contemplated making overtures to the neighbouring Colonies with the view of subsidizing the telegraph line, so that messages might be delivered in Melbourne at a very much lower scale of charges than that in use at the present time. In conjunction with the neighbouring Colonies, this Government hoped to be able to accomplish that. He had hoped, before sitting down, to have been in a position to inform the House of the exact hour and minute at which one or two telegrams received here from London had been despatched, and perhaps in a short time he should be able to do so.

Mr. Macbain.—Is it the intention of the Government to enter into arrangements for a fortnightly mail from Galle?

Mr. Langton.—It is.

Mr. Macbain.—And is it not intended to do anything towards subsidizing the Cape route?

Mr. Langton.—Not at present.

Mr. Macbain thought it was only right that the House should know the arrangements to be made for mail communication between this country and Europe. It must not be forgotten that successive Governments had pledged themselves to the establishment of a service *via* the Cape. The necessity for this route existed now as much as ever, and a subsidy would be required to accelerate the speed of those vessels which the Treasurer said would shortly be placed on that route by competing companies.

The Speaker reminded the honorable member that he was not in order.

Mr. Macbain asked the indulgence of the House for a few minutes. It would be a great advantage to have a steam service *via* the Cape, establishing communication within two or three days of the Overland route time. If this Colony could, by giving a subsidy to the Cape route, induce a great number of people to come out here as immigrants who would not otherwise be inclined to come at all, because of the length of the passage, that was an excellent reason why such a course should be adopted. He trusted the Government would not lose sight of the importance of the Cape route.

Mr. Grant asked if the Government intended to call for alternative tenders for a fortnightly or monthly service, and also for a service *via* the Cape. He remarked that it might be found that the extra amount paid for fortnightly communication would go a great way towards paying a subsidy for the Cape route, and suggested that if care was taken in arranging the services in connection with the Cape, Suez, and San Francisco, a weekly service might practically be obtained.

Mr. Langton said he did not intend to indicate that the Government were going to call for tenders on their own responsibility. The terms of the Despatch simply pointed to combined action on the part of the Colonies. Evidently the Imperial Government made the offer with that view; and as the Victorian Government did not wish to do anything apart from that, they would communicate their view to the neighbouring Colonies, and see if the Governments of those Colonies could be induced to enter into some common arrangement. As to the terms on which the tenders would be called for, individually he thought it would be desirable to have as many alternative routes or alternative tenders, if that were the right expression, as possible, so as to afford the widest possible range of choice. He was anxious to have large steamers running regularly by way of the Cape; but with regard to postal communication, he was afraid there was no hope of being able to compete with the postal service *via* Galle. Seeing that we were to have all letters supplied weekly or fortnightly to Galle gratis, leaving us only about 4,000 miles to cover, it would not be economical to go to the expense of a service over 16,000 miles, when all that was necessary was a service covering 4,000 miles.

Mr. G. V. Smith asked if the House would have an opportunity of expressing an opinion on the subject before the Government was committed to a fortnightly mail *via* Suez. Did the Treasurer intend to imply that the Imperial Government would be bound by the Suez route?

Mr. Langton.—The Government is not in a position to submit any resolution, because to do so under present circumstances would be to show our hand. We cannot do that. We can name neither date, nor time, nor amount, and therefore we cannot submit a resolution; but if there is any feature in the scheme sketched out in the statement I have made to the House which honorable members would like to discuss, ample opportunity will be afforded, either on the motion for going into Committee of Supply, or at any other time, to have the whole question discussed, and, if the House thinks fit, to come to some specific resolution on some specific part of the scheme.

Mr. Harker said it struck him that the present was a very inopportune time for discussion, because the facts of the case were only known to the Government. So far as he could gather, the arrangement proposed by the Government was a very desirable one indeed; but if it was to extend over a long period of time, it should not be entered into until honorable members had had an opportunity of expressing an opinion about it. We knew that postal services were much more expensive now than formerly. One element of increased expense was the price of the coal. He thought that it would have been better if the Treasurer had laid the Despatch on the table, and caused it to be distributed, and afterwards made remarks upon it.

Mr. Richardson thought they had to thank the Treasurer for the remarks he had made. The first step, he considered, was to communicate with the neighbouring Colonies, and when that had been done no doubt the House would be consulted.

Mr. Francis said he had nothing to add to the explanation of the Treasurer; but so that there should be no misunderstanding, he might state that while the Government intended to convey to the House its determination to recognize to the full what they regarded as the liberal proposition of the British Government, they did not desire or intend to take any step until they had invited and obtained the replies of the neighbouring Colonies to the proposal to adopt a scheme in which their assistance and co-operation could be expected. At the same time prompt action was expedient, because the present postal contract expired at the end of 1873—some fifteen months hence. Under these circumstances, the longer the time afforded to firms, both in the Colonies and abroad, to make preparations for carrying out the service, the better prospect was there of obtaining an acceptable offer. The first duty of the Government was to inform Parliament, not only of the communication, but its intention to reciprocate, in the same spirit, the generous recognition on the part of the Imperial Government of the relations between the Colonies and the Mother Country, and to show the determination of Victoria not to treat with indifference or negligence an offer in which our interests were so manifestly consulted. The Government did not intend to preclude itself from the consideration of the advantages which might be afforded by communication *via* the Cape; but the question had been asked on various hands whether subsidizing one particular line of steamers in the maintenance of a service for commercial purposes,—since clearly it would be of no particular value for postal purposes,—would not prevent wealthy and capable firms from employing or building suitable vessels of large power and tonnage and entering into the trade, because if one firm received a subsidy other firms would be placed at a disadvantage.

The GOVERNOR of NEW SOUTH WALES to the Right Hon. the SECRETARY of STATE for the COLONIES.

(Telegram.)

Sydney, 31st October, 1872.

A LETTER was received yesterday by this Government from the Government of Victoria, stating that a telegram had been sent to England intimating the willingness of Victoria to accept the proposal made in the letter of the Lords Commissioners of the Treasury, dated 14th August, for a new contract for the mail service between Galle and Australia in connection with India and China lines. The letter of the Lords Commissioners invites the whole of these Colonies in combination to provide the Australian

service on certain conditions, and the object of the service is to meet the interests of all alike. The Ministers of this Colony, therefore, do not consider that the Victorian Government were in a position to undertake the service behind the backs of the other Australian Governments invited to join in it, and when sufficient time had not elapsed for the Despatch of the Secretary of State even to have reached Queensland and New Zealand. The Lords Commissioners clearly intend that the Colonies should act "conjointly or by a substantial majority;" and my Advisers, while protesting against the precipitate action of Victoria in order to gain an undue advantage, respectfully urge, and I concur in urging, that the necessary time be allowed for the Colonies to act in conference and combination.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY, Victoria.

SIR,—

Colonial Secretary's Office, Sydney, 31st October, 1872.

I am directed by His Excellency Sir Hercules Robinson to acknowledge the receipt of your letter of the 26th instant, inviting attention to Lord Kimberley's Circular Despatch of the 4th September, covering a letter from the Lords Commissioners of Her Majesty's Treasury, dated the 14th August, by which it is proposed that the Australasian Colonies in combination should provide the mail service "between Point de Galle and whatever port or ports in Australia the Colonies may themselves consider most expedient." In further reference to this subject, you inform me that the Government of Victoria, availing itself of the electric telegraph now in communication with England, "had already intimated its willingness to accept the proposal of the Imperial Government."

2. The character of the extraordinary step taken by your Government in this matter is further explained by your intimating to New South Wales that "you are prepared to submit to us, on our expressing a desire for co-operation, the terms on which it is proposed to call for tenders for the required service."

3. In reply, I have to express the surprise of this Government at the nature of the communication I have had the honor to receive. The proposal of the Imperial Government is made, not to the Colony of Victoria but to the Australian Colonies in common,—not in the interest of Victoria, but in the interest of the whole Empire. It is sufficiently apparent that the Imperial Government, in undertaking to carry the Australian mails between England and Point de Galle free of all expense, and in offering to contribute a part of the Australian subsidy for a four-weekly or fortnightly service, is desirous of meeting the wants and serving the interests of all the Australasian Colonies equally; and it is equally clear that, unless this general object were accomplished, the mail service would not be of equal advantage to Great Britain. This object is placed beyond doubt by the expressed wish of the Lords of the Treasury that the Colonies should enter into the new arrangement in combination or by a substantial majority.

4. This Government therefore cannot but believe that your precipitate course of action has been adopted without due consideration, and it feels confident that, in order to afford time and opportunity for the Colonies to act conjointly—the course to which they are invited by the Imperial Government—you will readily retire from the position you have mistakenly assumed.

I have, &c.,
HENRY PARKES.

P.S.—The views of this Government have been communicated by telegram to the Secretary of State.—H. P.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY, South Australia.

(Telegram.)

Sydney, 31st October, 1872.

I CONSIDER it my duty to inform you that the following letter on the Suez Mail Service has been this day addressed to the Government of Victoria. (See preceding letter.)

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the COLONIAL SECRETARY, Queensland.

SIR,—

Colonial Secretary's Office, Sydney, 31st October, 1872.

In reference to the Circular Despatch from the Secretary of State, September 4th, covering the proposal of the Imperial Government for a new contract for the conveyance of the mails between Point de Galle and Australia, and to the precipitate and extraordinary course pursued by the Government of Victoria on receipt of this Despatch, to the prejudice, as it is conceived, of the other Colonies,—I have the honor to transmit for your information copy of a letter which has been addressed by this Government to Mr. Francis on the subject.

I have, &c.,
HENRY PARKES.

[N.B.—A similar communication was also addressed at the same time to the Colonial Secretaries of New Zealand and Tasmania respectively.]

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY, New South Wales.

(Telegram.)

Adelaide, 31st October, 1872.

YOUR telegram received. This Government concurs in the view taken by you,—that the offer was made by the Imperial Government to the Colonies in combination, and not to any one in particular.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

(Telegram.)

Adelaide, 4th November, 1872.

I HAVE this day transmitted the following telegram to the Chief Secretary of Victoria :—" Your letter, 29th ultimo, received, and reply to following effect has been despatched, namely,—Secretary of State informed that we are prepared to join other Colonies, or such as desire to combine, in making provision for postal service between Galle and Australia—on indispensable stipulation, however, that Glenelg or some other port in South Australia should be made a port of call for receipt and delivery of South Australian mails, and will give immediate consideration to times of call for tenders. With regard to your Government's views on the general question, as set forth in copy of the *Argus* enclosed in your letter, and to which you refer me, I must take exception to position assumed by the Minister representing Postal Department, namely, that Victoria should take the responsibility of entering into the contract, conducting the business, and distributing the mails at this end, for of course Melbourne would be the terminus of the route; and would call your attention to the fact that the offer of the Imperial Government is not made to any Colony in particular, but to the Colonies combined, or a substantial majority thereof. I further point out that unless the several Governments confer together on this subject, harmonious action can scarcely be expected, and this Government therefore strongly urges upon that of Victoria the desirability of Victoria being represented at the proposed Conference at Sydney early next month, when postal and the kindred matter of telegraph communication, together with other important affairs of common interest, can be discussed. I have communicated with Chief Secretary of New South Wales to same effect."

His Excellency Sir JAMES FERGUSON, South Australia, to His Excellency Sir HERCULES ROBINSON,
New South Wales.

(Telegram.)

4th November, 1872.

SECRETARY OF STATE hopes that the Colonies will confer immediately upon the Suez Mail Service. I am directed to forward this.

Further Papers respecting action of Government of Victoria relative to New Postal Service *via* Suez.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

South Australia.

SIR,—

Chief Secretary's Office, Adelaide, 4th November, 1872.

I have the honor, by desire of His Excellency Sir James Ferguson, to forward herewith copy of a letter I have this day addressed to the Government of Victoria, on the subject of the proposed arrangements for mail communication with Europe *via* Suez.

I have, &c.,
HENRY AYERS.

Enclosure.

The Hon. the CHIEF SECRETARY, South Australia, to the Hon. the CHIEF SECRETARY, Victoria.

South Australia.

SIR,—

Chief Secretary's Office, Adelaide, 4th November, 1872.

I have the honor, by desire of His Excellency Sir James Ferguson, to acknowledge receipt of your letter of the 29th ultimo, forwarding copy of a communication addressed by you to the Government of New South Wales, with reference to the proposal of the Imperial Government regarding the Mail Service *via* Suez, and in reply to state that the matter has received early consideration.

By the mail despatched hence this day, the Secretary of State for the Colonies has been informed that this Government will be prepared to join those of the other Colonies, or such as may desire to combine, in making provision for a postal service between Point de Galle and Australia, to commence from the expiration of the present contract with the Peninsular and Oriental Company—on the indispensable stipulation, however, that Glenelg, or some other port in South Australia, shall be made a port of call for receipt and delivery of mails by the steamers employed in the service, and are willing to give immediate consideration to the terms in which it is proposed to call for tenders for the required service.

With regard to the views of your Government on the general question of postal communication with Europe, as set forth in the copy of the *Argus*, 23rd October, enclosed in your letter, and to which you refer me, I must take exception to the position assumed by the Minister representing the Post Office and Telegraph Department, "that Victoria should take the responsibility of entering into the contract, conducting the business, and distributing the mails at this end, for of course Melbourne would be the terminus of the route;" and would call attention to the fact that the offer of the Imperial Government is not made to any Colony in particular, but to the Colonies combined, or a substantial majority thereof.

I would further point out that, unless the various Governments concerned confer together on this subject, harmonious action can scarcely be expected, and I would strongly urge upon your attention the desirability of your Government taking steps to secure representation at the proposed Conference in

Sydney, early next month, when postal and the kindred matter of telegraphic communication, together with other important affairs of common interest, can be discussed.

I have, &c.,
HENRY AYERS.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY,
New South Wales.

SIR,—

Chief Secretary's Office, Melbourne, 6th November, 1872.

I am in receipt of your letter dated 31st October, in which you refer to the proceedings of this Government in connection with the Despatch of the 4th September from Lord Kimberley, on the subject of future arrangements for conveyance of mails between the United Kingdom and Australia. You take exception to the action of this Government in having "already intimated its willingness to accept the proposal of the Imperial Government;" and after characterizing this action as an "extraordinary step," you suggest that it has been adopted without due consideration, and conclude by expressing your confidence that this Government "will readily retire from the position which it has mistakenly assumed."

2. I do not gather from your letter, nor can I imagine on what ground this action is objected to by you. The offer of the Imperial Government was no doubt made for the convenience and advantage of all these Colonies, but I fail to perceive how that circumstance can render it improper or extraordinary for one Colony to inform the Imperial Government of its willingness to co-operate with the other Colonies, or, if co-operation prove impracticable, to undertake the service alone.

3. Had the initiative been taken by a Colony which is and is likely to be but a small contributor to the postal subsidy, exception might fairly have been taken on other grounds; but, in adopting the course you complain of, this Government did not overlook the fact that Victoria contributes as much towards the present subsidy as all the continental Colonies and Tasmania put together, and twice as much as is contributed by New South Wales, and on that ground alone would be amply justified in taking the first step in the matter. Nor can I see that you have any just cause to complain of this Government stating frankly, at the outset of the necessary negotiations, that an indispensable condition of any new service *via* Galle to which it will become a party is that the terminus shall be Melbourne.

4. It cannot have escaped your observation that the interests of all the Colonies require prompt action to be taken. In little more than thirteen months the present contract will expire, and instead of the new arrangement being made by the Imperial Government, as before, the acquiescence of all the Colonies has to be invited, and some one Government authorized to act for the rest.

5. You appear to have forgotten that only in August last a communication was received from you, in which you informed me that the Agent-General of New South Wales had been instructed to advertise for tenders for a steam postal service between the Australian Colonies and America, although by one Colony now invited by the Imperial Government to co-operate, a contract had been entered into for such a service for five years, and vessels were actually running. You then invited this Government to a Conference at Sydney, to consider that, amongst other subjects, and were good enough to add that "the whole question of participating in the service would be afterwards open to all the Colonies, either as a separate mail line, or as a branch of a general and united postal scheme." I need scarcely point out that if the declaration on the part of Victoria of her willingness to accept jointly or alone the Imperial proposal in the present case be deserving of the strictures which your letter conveys, it was far more objectionable and extraordinary for New South Wales to advertise for tenders first, and invite Victoria and the other Colonies to a Conference on the subject afterwards.

6. I venture to hope that you will perceive from the foregoing that the action of this Government has not been taken without due consideration, and I need scarcely add that we have no intention of retiring from the position we have assumed.

7. I cannot refrain from expressing my regret at the tone you have thought proper to adopt in your letter. This Government is anxious to treat on cordial terms with the Governments of the neighbouring Colonies, but I fear that friendly communications will become impossible if correspondence of this character become frequent.

8. I have only to add, that all the correspondence on this subject will be laid before Parliament when it reassembles on Tuesday next.

J. G. FRANCIS.

The Hon. the COLONIAL SECRETARY, Queensland, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Queensland.

SIR,—

Colonial Secretary's Office, Brisbane, 7th November, 1872.

I do myself the honor to acknowledge the receipt of yours of 31st ultimo, enclosing copy of a letter from you to the Chief Secretary of Victoria, in reply to one received from him.

I had already received from the Chief Secretary of Victoria a copy of his letter to you, and am unable to draw the same deductions from it that you have done. There appears to me to be a desire on the part of the Government of Victoria to have the tenders for the service called for through their Agent-General; but irrespective of that—which must be a matter of subsequent arrangement between the Colonies, and is to this Government a matter of indifference—the tendency of the letter appears to be conciliatory, and evidencing a desire to work in unison with the other Colonies.

There can be, I should think, no doubt whatever that it was and is the intention of the Imperial Government that the Australian Colonies should confer upon this subject, and that the decision of a majority would be accepted.

Had there been any doubts, the telegram (copy enclosed) received by His Excellency the Marquis of Normanby from His Excellency Sir James Ferguson last night would set them at rest.

In order to further the matter as much as possible, I can say, on the part of the Government of this Colony, that they are willing to accept the terms offered by the Imperial Government, and to join with the other Australian Colonies in subsidizing the proposed line from Galle, on the terms proposed in the memorandum of my colleague the Postmaster-General of this Colony, enclosed herewith.

I may mention, at the same time, that negotiations for a monthly service *via* Torres Straits, fitting in between the Suez Time-table, are in a very forward state, and I shall be glad to learn from you what assistance your Government are prepared to lend to such service, supposing that Sydney should be made the terminus of the line.

I have, &c.,
A. H. PALMER.

Enclosures.

His Excellency Sir JAMES FERGUSON to His Excellency the Marquis of NORMANBY.

(Telegram.)

Adelaide, 4th November, 1872.

SECRETARY OF STATE hopes that the Colonies will confer immediately upon the Suez Mail Service. I am directed to forward this.

The Hon. the POSTMASTER-GENERAL, Queensland, to the Hon. the COLONIAL SECRETARY, Queensland.

THE Secretary of State for the Colonies having, in his Despatch of the 4th September, enclosed a letter from the Lords Commissioners of the Treasury, containing proposals for a new postal service with the Australian Colonies, on the termination of the present contract with the Peninsular and Oriental Steam Navigation Company, at the end of the year 1873, I have the honor to recommend that the Government of Queensland intimate their willingness to co-operate with the other Australian Colonies in providing for a monthly service between Galle and Australia, contributing towards such service in proportion to the population of each Colony, as estimated by the latest statement from the Registrar-General or other officer in charge of the statistics of each Colony. The cost of conveying the mails between Brisbane and Sydney, and *vice versa*, to form a portion of the subsidy.

I have to point out that the Imperial Government now pay one-half of the expense of the branch service from Sydney.

Brisbane, 1st November, 1872.

THOS. L. MURRAY PRIOR.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY, Victoria.

(Telegram.)

Sydney, 12th November, 1872.

YOUR letter of 6th instant, in reply to mine of 31st ultimo, on Suez Mail Contract, received. In your letter of the 26th ultimo you informed me that you "had already intimated your willingness to accept the proposal of the Imperial Government"—not, as you state now, that you "had informed the Imperial Government of your willingness to co-operate with the other Colonies." There was no ground for supposing that the co-operation of the Colonies would "prove impracticable." The Parliament of this Colony has, by a majority—35 to 8—affirmed the expediency of co-operating with the other Colonies, and has declined to make any stipulation whatever, leaving all details to be determined in Conference.

It is impossible to institute any comparison between the proceeding of this Government in the matter of the proposed Pacific Service, and the proceeding of the Victorian Government in the present case. The elements of comparison do not exist. The Pacific proposal originated with the Parliament of this Colony, with no subsidy nor condition of advantage of any kind attached to it by the Home Government. The present is a proposal from the Imperial Government, with a specific subsidy of large amount, and other important advantages attached to it, offered to the Colonies in common, and on which the Colonies are invited to act in combination, and again, by telegram from the Secretary of State, within the last few days, are pressed to confer with each other.

The Hon. the COLONIAL SECRETARY, Tasmania, to the Hon. the COLONIAL SECRETARY, New South Wales.

Tasmania.

SIR,—

Colonial Secretary's Office, 12th November, 1872.

I have the honor to acknowledge the receipt of your letter of the 31st ultimo, transmitting a copy of your letter of the same date, addressed to the Chief Secretary of Victoria, upon the subject of the course pursued by the Government of that Colony on receipt of Lord Kimberley's Despatch covering the proposal of the Imperial Government for a new contract for the conveyance of the mails between Point de Galle and Australia.

The importance of combined action on the part of the Australasian Colonies, as regards any contract for the conveyance of mails between them and Point de Galle, is, in the opinion of this Government, so manifest, that I trust the question will be postponed for the consideration of the approaching Conference, as suggested in your letter of the 6th August.

It is, of course, understood that the cost of branch mail services to this Colony and New Zealand shall form part of the cost of the whole service, otherwise it is evident that the conditions upon which the Imperial Government undertake to contribute their quota would not be equitably fulfilled.

I have, &c.,
J. R. SCOTT.

The Hon. the COLONIAL SECRETARY, New South Wales, to the Hon. the CHIEF SECRETARY, Victoria.

SIR,—

Colonial Secretary's Office, Sydney, 13th November, 1872.

In further reply to your letter of the 6th instant (which I had the honor to acknowledge by telegram yesterday), on the subject of Lord Kimberley's Despatch of September 4th, and its enclosure from the Lords of the Treasury of August 14th, I desire to say that the Government of this Colony relies with entire confidence on the terms of the proposal submitted by the Imperial Government. It stipulates for no special advantage and lays down no condition, but it considers that the offer made to the Australian Colonies is made as much to New South Wales as to Victoria, and as much to Tasmania as to either of the two more populous Colonies.

2. I fail to see how the question of terminus can now arise, and I readily acknowledge that Sydney ought not to be the terminus if it is shown that some other port possesses greater advantages for the whole group. But all considerations of the kind appear to me to be premature. The terms of the proposal are too clear for misinterpretation. The Colonies are invited to act together in establishing a service in which they are all equally interested; the principle of their equality consisting, not in the extent, but in the nature of their interests.

3. I must be permitted to observe that I also fail to see how the acquiescence of all the Colonies could be best secured by the course adopted in the first instance by the Government of Victoria.

4. With respect to your remarks on the proceedings of this Government in advertising for tenders for the Trans-Pacific Service, I am sure you will see that there is no analogy between the two cases. The Government of New South Wales in that case simply carried out a resolution of the local Parliament, in which no other Colony was, or could, except on its own voluntary concurrence, be concerned. Nor was there any stipulation that Sydney or any other port in Australia should necessarily be the terminus of the proposed line.

5. I desire to assure you that this Government has no object to serve beyond securing to New South Wales, on terms of equality with the other Colonies, its proper share in the advantages of the proposed new mail contract, which is supported by the Imperial subsidy.

I have, &c.,

HENRY PARKES.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY, New South Wales.

Victoria.

SIR,—

Chief Secretary's Office, Melbourne, 19th November, 1872.

I beg to acknowledge the receipt of your letter of the 13th current, in reply to mine of the 6th idem, on the subject of Lord Kimberley's Despatch on the Suez Mail Service.

2. I do not desire at this stage to discuss further the terms of Lord Kimberley's Despatch, which, as you state, are "too clear for misinterpretation."

3. But, in reference to the fourth paragraph in your letter, in which you deny there is any analogy between your tenders for the Trans-Pacific Service and the proposed tenders for the Suez line, I must respectfully demur to your opinion, and more particularly to your remarks in reference to the former,—“nor was there any stipulation that *Sydney*, or any other port in Australia, should necessarily be the terminus of the proposed line.”

4. The view taken by this Government was not only based upon your previous correspondence, but on the action taken by your Government in advertising for tenders for a Trans-Pacific Mail, and which advertisement I beg to copy at foot, as published in the Melbourne *Argus* newspaper.

5. If this Government therefrom came to a precisely opposite conclusion, I think you will admit that the advertisement fully warranted them in so doing, unless you are enabled to explain that it was published and has been acted upon without your knowledge or authority.

I have, &c.,

J. G. FRANCIS.

General Post Office, Sydney, 8th August, 1872.

Mail Conveyance between Sydney and San Francisco.

TENDERS will be received at this Office, and at the Office of the Agent-General for the Colony in London, up to noon on Wednesday, the 20th November next, for the conveyance of Mails between *Sydney* and *San Francisco*, once in every four weeks.

Form of tender, and conditions of agreement, and all other information, can be obtained on application at this Office, and at the Office of the Agent-General in London.

GEO. A. LLOYD.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY, New South Wales.

Victoria.

SIR,—

Chief Secretary's Office, Melbourne, 21st November, 1872.

I acknowledged by telegram, this forenoon, the receipt of yours of the 20th instant, in which, in reply to mine of the previous day, you enumerate several other reasons, not previously referred to, against holding the Conference anywhere else than in Sydney.

I regret that the new arguments brought forward were not presented to us at an earlier period. We were in hopes that we had satisfactorily shown the way of surmounting what you expressed as the *one* difficulty in the way of changing the place of meeting to Hobart Town; and you will not be surprised if the fact of new obstacles being now started, so soon as the prior one was disposed of, has caused this Government to view the question in a somewhat different light.

From your last telegram, and the character the correspondence is now assuming, this Government has arrived at the conclusion that, underlying other and minor issues, is the question of the terminus of the Suez Mail Line in Australia. As there need be no reservation regarding the intentions and views of this Government on that point, I may as well inform you that the very much larger sum this Colony will contribute as her proportion of the subsidy, her central position, the approaching completion of a Dry Dock at Williamstown specially constructed for the purpose of receiving the largest mail steamers, taken in connection with the superior magnitude of her commerce and population in comparison with those possessed by any of the other Colonies, all combine, as her Government contends, in giving Victoria a paramount claim to have her capital selected as the terminus.

But although we claim this for Victoria, we fully admit the rights of the sister Colonies to require her assistance in securing the economical transmission of their mails to and from Melbourne. Should, therefore, the question of terminus be conceded, the Government of Victoria will undertake on its side that she will bear her due share in any reasonable arrangements that may be proposed, so as to insure the mails being forwarded by branch services in the most efficient manner.

You will understand from the foregoing that it is our desire to set frankly before you, prior to any meeting taking place to discuss the new postal arrangements, that this Government will regard it as an indispensable condition in any future contract for postal services *via* Galle, in which Victoria takes part, that Melbourne shall be the terminus of the line; and it will consequently be evident to you that no Conference in which this Colony joins can be satisfactory to us, unless this understanding be accepted as a condition precedent. But at the same time we wish it to be clearly understood that this Government is perfectly ready to leave a full representation of all the other interests to deal with the contract itself in all its various branches, including the settlement of the amount of the contributions by the several Colonies, and that it will be our wish to meet in a liberal and generous spirit any propositions that may be brought forward for mail services in which other Colonies may have a more leading and direct interest in Victoria.

Having now made you cognizant of the views of this Government on the question of the terminus, I can only say, in conclusion, that we do not find in your telegram sufficient reasons why the Conference should necessarily be held at Sydney.

As a steamer for Wellington direct is about to leave to-day, I propose to take the opportunity afforded by it of requesting the Government of New Zealand to agree to meet at Hobart Town. And as it may be some days before another mail leaves, it is also my intention to lay before that Government, at the same time, our views regarding the claims of Melbourne to be the terminus of the Suez line, and our views on the subject generally, as expressed in this letter.

I have, &c.,
J. G. FRANCIS.

P.S.—To save trouble, we have had the correspondence printed, and I enclose a copy, and purpose also to send copies to the other Colonies.—J. G. F.

The Hon. the COLONIAL SECRETARY, Western Australia, to the Hon. the COLONIAL SECRETARY,
New South Wales.

Western Australia.

SIR,— Colonial Secretary's Office, Perth, 26th November, 1872.

I am directed by His Excellency Governor Weld to transmit, for the information of the Government of New South Wales, a copy of a letter from this Government to the Honorable the Chief Secretary of Victoria, in reply to a letter dated 26th ultimo, received from him, enclosing copy of a communication addressed to the Government of New South Wales, recommending joint action should be taken by the Australian Colonies in entering into a new arrangement with the Imperial Government for a mail service *via* Suez.

I have, &c.,
FREDK. BARLEE.

Enclosure.

The Hon. the COLONIAL SECRETARY, Western Australia, to the Hon. the CHIEF SECRETARY, Victoria.
Western Australia.

SIR,— Colonial Secretary's Office, Perth, 26th November, 1872.

I have the honor, by direction of His Excellency Governor Weld, to acknowledge the receipt of your letter of the 30th ultimo, No. 4151, requesting an early consideration to the proposition contained in a letter (enclosed therewith) addressed to the Government of New South Wales, recommending that joint action should be taken by the Australian Colonies in entering into a new arrangement with the Imperial Government for a mail service *via* Suez. In that letter you express a hope to be able to receive such replies as may enable you to send instructions to the Agent-General for Victoria by the mail leaving Melbourne on the 8th instant. Your letter and its enclosure only reached my hands in due course of post on the 16th instant, having left Melbourne by the mail steamer of the date on which you hoped to send instructions to the Agent-General for Victoria. I mention this circumstance to explain any apparent cause of delay in my reply to your communication.

2. The interests of this Colony being identified with the maintenance of the Suez route *via* a port in this Colony, the Government of Victoria may rely upon the cordial co-operation of this Government to the extent of its means; and that Governor Weld will gladly receive and consider any propositions that may be made to him. Should it appear advisable, His Excellency will direct me to proceed to Melbourne with large powers to treat and definitely arrange the terms to be agreed upon between this and other Colonies which may join in the matter.

3. Governor Weld has already requested the Imperial Government to substitute for the words "King George's Sound" the words "a Western Australian port," in any future correspondence. It is hoped that the Admiralty survey now being carried on may result in establishing the existence of a safe and commodious anchorage, with good ingress and egress, in the vicinity of Fremantle—at all events, at the cost of a small public outlay in removing unimportant natural impediments. Should this be the case, it is needless to point out the great and obvious advantages which would accrue to Western Australia did the passenger and mail traffic pass by her central port, and that such an arrangement will be found advantageous to the general service.

4. Among the obvious advantages of such a change will be the undoubted increase of passenger traffic and light freight, but a far more important consideration is whether the passage between Ceylon and the southern parts of Australia will not be far better divided by touching at a port on the west coast of Western Australia instead of at the south coast. The voyage from Ceylon to King George's Sound is a very long stretch, and heavy seas and boisterous winds are often encountered, especially in the vicinity of Cape Leeuwin, and it has happened, even recently, that one of the very fine and powerful ships of the Peninsular and Oriental Steam Navigation Company has reached King George's Sound from Ceylon with empty bunkers, having only barely enough coal to carry her to her anchorage. A small depôt of coal has always been kept at Fremantle by the Peninsular and Oriental Company, and on more than one occasion the punctual arrival of the English mails at Melbourne has been due to the aid afforded by this depôt.

5. The maintenance of a coaling depôt in the vicinity of Fremantle will obviate the great inconvenience experienced by steam vessels leaving King George's Sound with their decks laden with coal, and having, in such trim, to encounter the boisterous weather in rounding Cape Leeuwin, or the having to face such weather on the return voyage with short supplies of coal and in trim too light safely to face heavy seas.

6. The impetus lately given to the trade in Jarrah timber will, in the event of the establishment of a coaling depôt in the vicinity of Fremantle, enable fuel to be supplied for steam-vessels at a cheaper rate than at King George's Sound, by insuring timber freights outwards; and if the copper and lead mines near Champion Bay are, as there is good reason to believe they will be, more extensively worked, other freight will also be available for vessels bringing coals.

7. It may also be worthy of remark, in connection with the establishment of a mail service to be in continuance for some years, that the Keeling Islands lie in a direct line between Ceylon and the west coast of this Colony, and that it would be good policy to keep a suitable supply of coals there in case of accident, and also that any second line of cable to connect Europe and Australia may not improbably touch there as a "half-way house."

8. For the foregoing reasons, it is considered most desirable that any contract that may be entered into should provide for the contingency of the Western Australian port of call being fixed at a Western Australian port other than King George's Sound, upon such conditions as may be agreed upon by arbitration or otherwise, and always upon the condition that no loss of time whatever shall be thereby incurred in the mail delivery between London and the Eastern Australian Colonies.

I have, &c.,

FRED. P. BARLEE.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY, Western Australia—
Victoria.

SIR,— Chief Secretary's Office, Melbourne, 17th December, 1872.

I have the honor to acknowledge the receipt of your letter of the 26th ultimo, stating that Western Australia is prepared to co-operate in the establishment of the new mail service *via* Suez, but recommending that another port of call for the steamers be substituted in the contract in lieu of King George's Sound.

If delegates from Western Australia attend the Intercolonial Conference, which I am glad to see by your letter it is proposed they shall do, the Representatives of Victoria will be happy to meet with them in order to discuss, and, as far as possible, co-operate, both in placing the new service upon a satisfactory basis, and in all other measures that may be suggested for the common good.

In regard to the proposed alteration in the port of call, should the result of the survey of the coast near Fremantle prove as satisfactory as it is expected to be, and the change you desire to have made involve no practical addition in the length of the voyage, nor risk to the mail steamers, the Government of Victoria will be quite prepared to defer to the wishes of your Colony. We consider that if the question at issue is solely the selection of the port that can afford the greatest local facilities, it is one that ought properly to be left to the local Government to determine.

I have, &c.,

J. G. FRANCIS.

The Hon. the CHIEF SECRETARY, Victoria, to the Hon. the COLONIAL SECRETARY, New South Wales—
Victoria.

SIR,— Chief Secretary's Office, Melbourne, 10th December, 1872.

With reference to previous correspondence, I have the honor to enclose copy of a letter received from the Hon. the Colonial Secretary of New Zealand, expressing the earnest desire of that Government to co-operate with the Government of Victoria and the other Australian Colonies in the arrangement for an efficient ocean mail service, upon terms which may be generally satisfactory.

It will be seen that Mr. Secretary Hall did not fall into the same error as yourself, in limiting the construction to be placed on my communication of the 26th October last.

My letter to New Zealand of the 19th November (see printed papers in your possession) suggesting Hobart Town as the place of meeting of the Conference, could not have reached its destination at the date of Mr. Hall's Despatch.

I have, &c.,

J. G. FRANCIS.

Enclosure.

The Hon. the COLONIAL SECRETARY, New Zealand, to the Hon. the CHIEF SECRETARY, Victoria.
New Zealand.

SIR,— Colonial Secretary's Office, Wellington, 23rd November, 1872.

I have the honor to acknowledge the receipt of your letter of the 30th ultimo, enclosing copy of one addressed by you to the Government of New South Wales, recommending joint action by the Australasian Colonies, in entering into any new arrangement for the mail service *via* Suez.

In reply, I beg to state that the Government of New Zealand entirely concurs in the desirability of joint action by the several Colonies in the matter referred to, and with this view has determined upon sending two delegates to the Intercolonial Conference about to assemble at Sydney, to consider this and other subjects. I have to assure you of the earnest desire of this Government to co-operate with the Government of Victoria and the other Australasian Colonies, in the arrangement of an efficient ocean mail service, upon terms which may be generally satisfactory.

I have, &c.,
JOHN HALL.

By Authority: GEORGE DINSBURY, Government Printer, Wellington.—1873.

[Price 3s. 6d.]