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REPORT
ON THE
MISSION TO AUSTRALIA

DEPT. OF TRADE & COMMERCE

Canada. Trade and Commerce

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REPORT

ON THE

MISSION TO AUSTRALIA

BY

THE MINISTER OF TRADE AND COMMERCE

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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EXCELLENT MAJESTY

1894

[No. 5a—1894.]

*To His Excellency the Right Honourable the Earl of Aberdeen, etc., etc., etc., Governor
General of Canada, etc., etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to present to Your Excellency the Report of his mission to Australia under authority of an Order in Council bearing date 7th September, 1893.

MACKENZIE BOWELL.

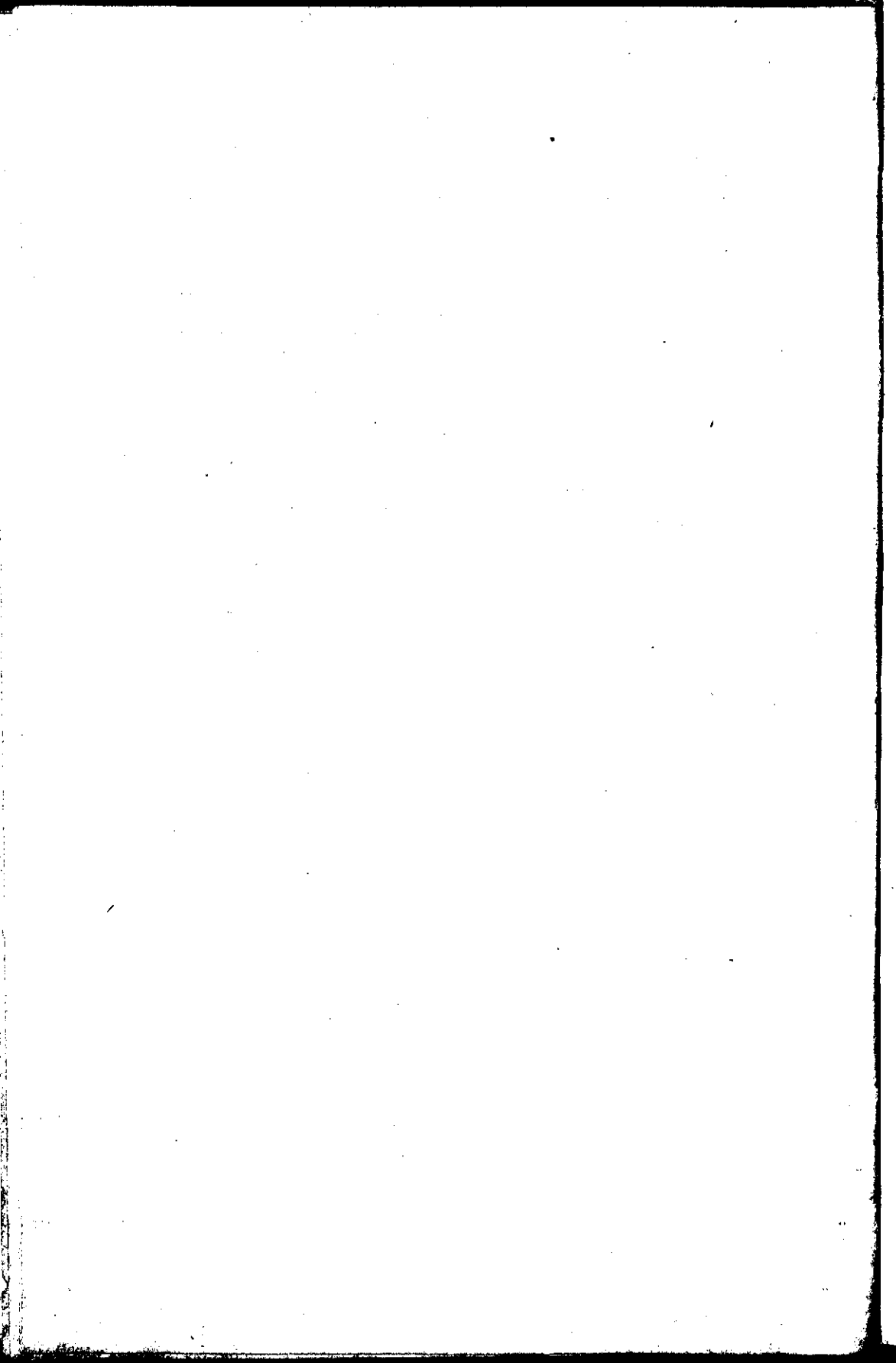
OTTAWA, 1st March, 1894.

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REPORT
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MISSION TO AUSTRALIA

BY THE
MINISTER OF TRADE AND COMMERCE

In the Session of 1889 an Act was passed by the Parliament of Canada authorizing a subsidy of £25,000 stg. per annum for a steamship service between Canada and Australia, in these terms:—

“The Governor in Council may grant to any individual or company a subsidy not exceeding the sum of twenty-five thousand pounds sterling per annum, to assist in establishing a fortnightly steamship service between British Columbia and the Australian Colonies and New Zealand, or such proportion thereof as is decided on by the Governor in Council to assist in establishing a monthly service with the said countries,—such subsidy to be granted for such term of years, not exceeding ten, and on such conditions as the Governor in Council considers expedient.” (52 Vic., chap. 2.)

In March, 1893, Mr. G. H. Hunter, of Messrs. C. S. Swan & Hunter, shipbuilders of Newcastle-on-Tyne, waited upon the Government and offered, on behalf of Mr. James Huddart, of Melbourne, Australia, to accept this subsidy for a line of steamers between Canada and Australia if the service were made monthly instead of fortnightly. He submitted plans and a model of the steamers “Miowera” and “Warrimoo,” and otherwise established the *bona fides* of the gentleman for whom he was negotiating. Parliament was then asked to revoke the subsidy of £25,000 stg. for a monthly service, and without dissent an amendment to the Act was passed (Vide 56 Vic., chap. 5), under which a provisional agreement was entered into between the Government and Mr. Hunter on behalf of Mr. Huddart for a three-years’ contract. In May following, the first steamer of the Canadian-Australian line, the “Miowera,” left Sydney for Vancouver. In the meantime the Parliament of New South Wales voted an annual subsidy of £10,000, and the other Colonial Governments were asked to grant substantial aid.

In July of the same year Mr. James Huddart came to Canada for the purpose of signing the contract which had been negotiated by Mr. Hunter. He urged, however, that the contract be extended to ten years, on the ground that it would take several years to develop trade over the new route and that a large outlay would be necessary to successfully establish the service for which there would be no immediate commensurate return. He offered in consideration of a ten-years’ term of contract, to build within three years a third steamer larger than the two already named, and to make the service three-weekly for a greater portion of the year. These reasons were considered valid by the Government and a contract for ten years, conditional on the building of a third steamer and the extension of the service to a three-weekly basis as proposed, was duly entered into.

A direct line of steamers having been secured, the Government deemed it important to take prompt and effective steps for the stimulation of closer trade relations

between Canada and Australia, and on the 7th September the following Order in Council was passed :—

“The Honourable Sir John Thompson, Prime Minister, recommends that the Minister of Trade and Commerce be requested to proceed to Australia as soon as possible to confer with the several Governments there with a view to promote the extension of trade between Australasia and Canada and also to confer with those Governments on the subject of a telegraph connecting Canada with Australia. The Committee on the same recommendation advise that Your Excellency be pleased to communicate by telegraph with the Governors of the several colonies of Australasia, announcing the mission of the Minister of Trade and Commerce in order that facilities may be furnished by the respective Governments for forwarding the business with which the Minister is charged.”

In pursuance of this order, I left Ottawa on the 7th September and arrived in Vancouver on the 12th following. Meetings were had with the Boards of Trade of Vancouver, New Westminster and Victoria respectively, and the problems of trade with Australia and the islands of the Southern Pacific were carefully discussed. On the morning of the 17th September, we sailed from Victoria on the R.M.S. “Warrimoo” for Sydney, N. S. W.

HAWAIIAN ISLANDS.

The “Warrimoo” arrived at Honolulu early on the morning of the 24th September, and shortly after landing an audience was had with Major Wodehouse, British Minister. It being Sunday, and having regard to the disturbed state of affairs in the country, it was not deemed advisable to enter into a discussion of matters of trade either with the Provisional Government or representative merchants; but to postpone action until my return.

Honolulu is the capital of the Hawaiian group of islands. The group comprises thirteen islands in all, and the population according to the census of 1890, the latest available data, aggregated 89,990, made up as follows :—

Natives	34,436
Half-castes	6,186
Chinese	15,331
Hawaiian, born foreign parents	7,495
Americans	1,928
British	1,344
Germans	1,034
French	70
Portuguese	8,602
Japanese	12,360
Norwegians	227
Polynesians	588
All others	419
Total.....	89,990

The trade of the islands, according to the last Hawaiian official report (1891) showed the imports to have been for that year \$7,438,582 and the exports \$10,107,315.

In order that Canadian producers and manufacturers may be placed in full possession of the character of the trade of these islands, thus enabling them to judge

in what particulars they can compete against other countries, the imports and exports are given as follows :—

IMPORTS.

Articles.	Total Value.	Articles.	Total Value.
	\$ cts.		\$ cts.
Ale, porter, beer, cider.....	98,263 91	Matches	13,839 99
Animals and birds.....	114,929 34	Musical instruments	13,855 86
Building material.....	185,590 93	Naval stores.....	84,461 39
Clothing, hats, boots.....	405,711 85	Oils: cocoanut, kerosene, whale, &c	176,946 07
Coal and coke.....	10,783 54	Paints, paint oil and turpentine ...	71,536 88
Crockery, glassware, lamps and lamp fixtures.....	46,048 64	Perfumery and toilet articles.....	25,236 11
Drugs, surgical instruments and den- tal materials.....	63,372 26	Railroad material, rails, cars, &c...	105,698 59
Dry goods—		Saddlery, carriages and materials ..	91,084 89
Cottons.....	293,041 61	Sheathing metal.....	3,526 95
Linsens.....	33,127 43	Shooks, bags and containers.....	157,942 14
Silks.....	29,376 96	Spirits.....	107,749 79
Woolens.....	144,755 55	Stationery and books.....	70,455 91
Mixtures.....	27,538 81	Tea.....	18,459 30
Fancy goods, millinery, &c.....	148,345 63	Tin, tinware and materials.....	9,269 73
Fish, dried and salt.....	102,073 65	Tobacco, cigars, &c.....	207,506 35
Flour.....	273,885 87	Wines, light.....	121,260 76
Fruits, fresh.....	12,602 27	Sundry merchandise not included in the above.....	165,717 02
Furniture.....	112,611 43	Charges on invoices.....	120,446 32
Grain and feed.....	464,709 46	25 per cent added (to uncertified in- voices.....)	4,037 62
Groceries and provisions.....	629,355 70	Total.....	6,456,254 09
Guns and gun materials.....	10,398 72	Discounts, damaged and short.....	33,296 64
Gunpowder.....	11,151 51	Total at Honolulu.....	6,422,957 45
Hardware, agricultural implements and tools.....	316,105 38	do Kahului.....	214,200 74
Iron, steel, &c.....	69,609 30	do Hilo.....	183,212 74
Jewellery, plate, clocks.....	92,826 43	do Mahukona.....	65,154 77
Leather.....	40,711 05	Total goods free by civil code... do Hawaiian Islands.....	553,057 57 7,438,582 65
Lumber.....	296,622 49		
Machinery.....	454,772 70		

The exports were :—

EXPORTS.

Articles.	Value.	Articles.	Value.
	\$ cts.		\$ cts.
Sugar.....	9,550,537 80	Bones and horns.....	912 50
Rice.....	253,455 43	Buoy and castings.....	400 00
Bananas.....	179,501 00	Curios.....	150 00
Hides.....	64,032 11	Fruits.....	6,691 85
Wool.....	8,000 00	Groceries.....	394 80
Coffee.....	1,017 61	Koa planks.....	40 00
Molasses.....	4,721 40	Mangoes.....	200 00
Goat skins.....	3,212 15	Melons.....	700 00
Tallow.....	731 00	Oranges.....	50 00
Betel leaves.....	955 00	Pine apples.....	2,360 00
Sheep skins.....	882 50	Poi, taro, &c.....	65 00
Guano.....	13,806 00	Plants and seeds.....	150 00
Animals.....	384 00	Salt.....	28 00
Beef and pork.....	101 50	Sugar cane.....	228 00
Birds.....	25 00	Tierces.....	385 00
Bird skins.....	3,200 00	Vegetables.....	40 50
Boats.....	35 00	Sundries from Hilo and Mahukona..	415 52
		Total value.....	10,107,315 67

The imports were from the following countries :—

	Total.	Per cent.
	\$ cts.	
United States	5,294,278 57	71 16
Great Britain	1,201,329 43	16 15
Germany	384,145 95	5 16
Australia and New Zealand	185,156 60	2 49
China	227,392 38	3 05
Japan	60,563 96	82
France	21,665 96	29
British Columbia	23,464 00	38
Islands in the Pacific	10,168 69	14
By whaleship	16,825 75	23
All other	9,491 91	13
Grand Total	7,439,482 65	100 00

It will be observed that the largest proportion of Hawaii's trade was done with the United States. This is not only the result of direct communication by steam and sailing vessels between Honolulu and San Francisco but has been stimulated by the reciprocity treaty of 1875 between the two countries, in which there is a clear discrimination in favour of the United States in many articles which Canada could export to the Islands. The following is the full text of the said treaty :—

HAWAIIAN RECIPROCITY TREATY.

By the President of the United States of America :

A PROCLAMATION.

Whereas a convention between the United States and His Majesty the King of the Hawaiian Islands, on the subject of commercial reciprocity, was concluded and signed by their respective plenipotentiaries, at the city of Washington, on the thirtieth day of January, one thousand eight hundred and seventy-five, which convention was amended by the contracting parties, is word for word as follows :—

The United States of America and His Majesty the King of the Hawaiian Islands, equally animated by the desire to strengthen and perpetuate the friendly relations which have heretofore uniformly existed between them, and to consolidate their commercial intercourse, have resolved to enter into a convention for commercial reciprocity. For this purpose the President of the United States has conferred full powers on Hamilton Fish, Secretary of State, and His Majesty the King of the Hawaiian Islands has conferred like powers on Honourable Elisha H. Allen, Chief Justice of the Supreme Court, Chancellor of the Kingdom, Member of the Privy Council of State. His Majesty's Envoy Extraordinary and Minister Plenipotentiary to the United States of America, and Honourable Henry A. P. Carter, Member of the Privy Council of State, His Majesty's Special Commissioner to the United States of America.

And the said plenipotentiaries, after having exchanged their full powers which were found to be in due form, have agreed to the following articles :

Article 1.—For and in consideration of the rights and privileges granted by His Majesty the King of the Hawaiian Islands in the next succeeding article of this convention, and an equivalent therefor, the United States of America hereby agree to admit all articles named in the following schedule, the same being the growth and manufacture or produce of the Hawaiian Islands, into all the ports of the United States free of duty.

Schedule—Arrow-root, castor oil, bananas, nuts, vegetables, dried and undried, preserved and unpreserved; hides and skins undressed: rice, pulu, seeds, plants, shrubs or trees; muscovado, brown and all other refined sugar, meaning hereby the grades of sugar heretofore commonly imported from the Hawaiian Islands and now known in the markets of San Francisco and Portland as "Sandwich Island Sugar"; syrups of sugar cane, melada and molasses, tallow.

Article 2.—For and in consideration of the rights and privileges granted by the United States of America in the preceding article of this convention, and an equivalent therefor, His Majesty the King of the Hawaiian Islands, hereby agrees to admit all the articles named in the following schedule, the same being the growth, manufacture, or produce of the United States of America, into all the ports of the Hawaiian Islands free of duty.

Schedule.—Agricultural implements; animals; beef, bacon, pork, ham, and all fresh, smoked or preserved meats; boots and shoes; grain; flour, meal and bran, bread and breadstuffs of all kinds; bricks, lime and cement; butter, cheese, lard, tallow, bullion; coal, cordage, naval stores including tar, pitch, rosin, turpentine raw and rectified; copper and composition sheathing; nails and bolts; cotton and manufactures of cotton bleached and unbleached, and whether or not coloured, stained, painted or printed; eggs; fish and oysters, and all other creatures living in the water, and the products thereof; fruits, nuts, and vegetables, green, dried or undried, preserved or un-preserved; hardware; hides, furs, skins and pelts, dressed or undressed; hoop iron, and rivets, nails, spikes and bolts, tacks, brads, or sprigs; ice; iron and steel and manufactures thereof; leather; lumber and timber of all kinds, round, hewed, sawed, and unmanufactured in whole or in part; doors, sashes, and blinds; machinery of all kinds, engines and parts thereof; oats and hay; paper, stationery and books, and all manufactures of paper or of paper and wood; petroleum and all oils for lubricating and illuminating purposes; plants, shrubs, trees, and seeds; rice; sugar, refined or unrefined; salt; soap; shooks, staves and headings; wool and manufactures of wool, other than ready-made clothing; wagons and carts for the purpose of agriculture or of drayage; wood and manufactures of wood, or of wood and metal except furniture either upholstered or carved and carriages; textile manufactures, made of combination of wool, cotton, silk or linen, or of any two or more of them other than when ready-made clothing; harness and all manufactures of leather; starch; and tobacco whether in leaf or unmanufactured.

Article 3.—The evidence that articles proposed to be admitted into the ports of the United States of America, or the ports of the Hawaiian Islands, free of duty, under the first and second articles of this convention, are the growth, manufacture, or produce of the United States of America or of the Hawaiian Islands, respectively, shall be established under such rules and regulations and conditions for the protection of the revenue as the two Governments may from time to time respectively prescribe.

Article 4.—No export duty or charges shall be imposed in the Hawaiian Islands, or in the United States, upon any of the articles proposed to be admitted into the ports of the United States, or the ports of the Hawaiian Islands, free of duty, under the first and second articles of this convention. It is agreed on the part of His Hawaiian Majesty, that, so long as this treaty shall remain in force, he will not lease or otherwise dispose of or create any lien upon any port, harbour, or other territory in his domains, or grant any special privileges or rights of use therein, to any other power, state or government, nor make any treaty by which any other nation shall obtain the same privileges, relative to the admission of any articles free of duty, hereby secured to the United States.

Article 5.—The present convention shall take effect as soon as it shall have been proved and proclaimed by His Majesty the King of the Hawaiian Islands, and shall have been ratified and duly proclaimed on the part of the Government of the United States but not until a law to carry it into operation shall have been passed by the Congress of the United States of America. Such assent having been given, and the ratifications of the convention having been exchanged as provided in article 6, the convention shall remain in force for seven years from the date at which it came into opera-

tion ; and further, until the expiration of twelve months after either of the high contracting parties being at liberty to give such notice to the other at the end of the said term of seven years, or at any time thereafter.

Article 6.—The present convention shall be duly ratified, and the ratifications exchanged at Washington City, within eighteen months of the date thereof, or earlier, it possible.

In faith whereof the respective plenipotentiaries of the high contracting parties have signed this convention, and have affixed thereto their respective seals.

Done in duplicate, at Washington, the thirtieth day of January, in the year of our Lord one thousand eight hundred and seventy-five.

(Seal)

(Seal)

(Seal)

HAMILTON FISH.

ELISHA H. ALLEN.

HENRY A. P. CARTER.

And whereas the said convention, as amended, has been duly ratified on both parts, and the respective ratifications were exchanged in this city on this day.

Now, therefore, be it known that I, Ulysses S. Grant, President of the United States of America, have caused the said convention to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof I have hereunto set my hand, and caused the seal of the United States to be affixed.

Done at the city of Washington, this third day of June, in the year of our Lord one thousand eight hundred and seventy-five, and of the Independence of the United States, the ninety-ninth.

(Seal)

U. S. GRANT.

By the President,
HAMILTON FISH,
Secretary of State.

An Act to carry into effect a Convention between the United States of America and His Majesty the King of the Hawaiian Islands, signed on the thirtieth day of January, eighteen hundred and seventy-five.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that whenever the President of the United States shall receive satisfactory evidence that the legislature of the Hawaiian Islands, have passed laws on their part to give full effect to the provisions of the convention between the United States and His Majesty the King of the Hawaiian Islands, signed on the thirtieth day of January, eighteen hundred and seventy-five, he is hereby authorized to issue his proclamation declaring that he has such evidence ; and thereupon, from the date of such proclamation, the following articles being the growth and manufacture or produce of the Hawaiian Islands, to wit : arrow root, castor oil, bananas, nuts, vegetables, dried and undried, preserved and unpreserved ; hides and skins, undressed ; rice, pulu, seeds, plants, shrubs or trees ; muscovado, brown and all refined sugar, meaning hereby the grades of sugar heretofore commonly imported from the Hawaiian Islands, and now known in the markets of San Francisco and Portland as "Sandwich Island sugar" ; syrups of sugar-cane, melada, and molasses ; tallow shall be introduced into the United States free of duty so long as the said convention shall remain in force.

Approved August 15th, 1875.

It will be observed that this treaty gives to the United States exporters a substantial advantage over all other nations, and fully accounts for the excessive exportations from that country into the markets of the Hawaiian group of Islands. The provisions of the

Hawaiian tariff read in connection with the foregoing show in what particulars this advantage consists, and are as follows :—

HAWAIIAN CUSTOMS TARIFF.

FREE IMPORTS BY CIVIL CODE.

- Animals, birds, bees, intended for improving the breeds.
 Bags and containers (old) returned, when accompanied by certificate of Hawaiian consul.
 Books printed in Hawaiian.
 Catechu (*See Tanning*) ; coals, copper sheathing and all descriptions of sheathing metal.
 Diplomatic Representatives—All goods imported for their private use and consumption.
 Fertilizers, natural or manufactured, and all material exclusively for the manufacture thereof.
 Foreign navies—All supplies when imported and used as such.
 Foreign whalers—Merchandise imported by them in accordance with the provisions of section 569 of the Civil Code.
 Gold and silver coins.
 Her Majesty—All goods or other articles imported for her use.
 Hawaiian Government—All goods or other articles imported for the use of the several departments of the Government.
 Hawaiian whalers—Oil, bone, fish or other products of the sea, being the catch of duly registered Hawaiian vessels.
 Household effects, old and in use, of persons arriving from abroad. Also the effects, not merchandise, of Hawaiian subjects dying abroad.
 Iron—All pig iron and plate iron of $\frac{1}{8}$ of an inch in thickness and upwards.
 Models of invention, if not fitted for use.
 Oak bark (*See Tanning*).
 Oil, bone, etc. (*See Hawaiian Whalers*).
 Plants and seeds when not intended for sale.
 Phosphates when not intended for manufacture of fertilizing compounds.
 Philosophical, chemical and other apparatus for the use of schools and colleges.
 Returned cargo, being merchandise exported to a foreign country and brought back in the same condition as when exported, accompanied by certificate of Hawaiian consul.
 Specie (*See Gold and Silver Coins*).
 Specimens of botany, mineralogy, geology and other natural sciences imported for the use of schools and colleges.
 Tanning, certain material used in—Oak bark, catechu and other substances containing tannin.
 Tools of trade, professional books and implements in actual use of persons from abroad.
 Yellow metal (*See Copper*).

Dutiable Imports.

Alcohol and other spirits of the strength of alcohol, per gallon	\$10 00
Alcohol, provided that security be given that the same is intended for medicinal, mechanical or scientific purposes upon application in due form, to special licenses, per gallon	1 00
Ale, porter, cider and fermented drinks, not otherwise provided for, per dozen reputed quarts	40
per dozen reputed pints	20
per gallon in bulk	15
Ammunition and powder, not otherwise provided for, per cent ad valorem	25
Bicycles, per cent ad valorem	10
Bitters (<i>See Brandy and wine</i>).	

Brandied fruits (*See Brandy*).

Brandy, gin, rum, whisky, liqueurs, cordials, bitters, brandied fruits, perfumery, and other articles of merchandise, sweetened or mixed, containing alcohol or spirits, of the strength of thirty per cent or upwards and not exceeding fifty-five per cent of alcohol, per gallon (*)	\$3 00
Britannia ware, and fancy metal ware, per cent ad valorem	25
Candies, per cent ad valorem	25
Candles, per cent ad valorem	10
Carriages of all descriptions, per cent ad valorem	25
Clothing, ready-made, and wearing apparel of every description, made up in whole or in part, per cent ad valorem	10
Crockery and glassware of every description, per cent ad valorem	10
Cigars and cheroots (<i>See Specific List</i>).	
Cigarettes and all descriptions of paper cigars, per cent ad valorem	25
Coffee whether ground, prepared or not, per lb	07
Cordials (<i>See Brandy and Wine</i>).	
Drugs and medicines, patent and other, per cent ad valorem	10
Edgings, artificial flowers and fancy feathers, per cent ad valorem	25
Embroideries of all kinds, per cent ad valorem	25
Fans of all kinds, per cent ad valorem	25
Firearms, per cent ad valorem	25
Fire-works and fire crackers, per cent ad valorem	25
Furniture of all kinds, if upholstered or carved, manufactured in whole or in part, per cent ad valorem	10
Gimps for clothing, per cent ad valorem	10
Gloves and mitts not otherwise provided for, per cent ad valorem	25
Gin (<i>See Brandy</i>).	
Hats and caps not otherwise provided for, per cent ad valorem	10
Hooks and eyes, per cent ad valorem	10
Hoopskirts, per cent ad valorem	10
Insertions, laces and lace goods of all descriptions, per cent ad valorem	25
Jewellery, and all descriptions of metal, glass or stone beads, per cent ad valorem	25
Linens, and all manufactures of which flax, grass, cloth or similar material shall form the principal part, per cent ad valorem	10
Matches, of all kinds, per cent ad valorem	10
Millinery goods, beads, bonnets, buttons, corsets, collars, sleeves and cuffs, per cent ad valorem	10
Molasses and syrups of sugar, the product of any country with which this government has no existing treaty, per gallon	10
All other per cent ad valorem	10
Ornamental work of metal, stone, marble, plaster of Paris or alabaster, and all imitations thereof per cent ad valorem	10
Paintings, pictures, engravings, statuary, bronzes, per cent ad valorem	25
Peanut oil (<i>See Specific List</i>).	
Perfumery (other than which pays a spirit duty) powders; hair, tooth, nail, and other toilet brushes, per cent ad valorem	25
Peppermint (<i>See Brandy</i>).	
Pipes (smoking) and pipe stems, bowls and fixtures and cigar holders, per cent ad valorem	25
Playing cards, per cent ad valorem	10
Porter (<i>See Ale</i>).	
Powder (blasting), per cent ad valorem	10
Ribbons not otherwise provided for, per cent ad valorem	10
Rice cleaned, per lb	02½
in the husk, per lb	01½
All other, per cent ad valorem	10

*Bill No. 201 now under consideration before the Legislature will change this rate to \$3.50 per gallo

Silks, satins and silk velvet, and all articles of which silk shall form the principal material, per cent ad valorem	25
Sugar, raw, per lb	02½
Silver-plate, plated ware or gilt ware, per cent ad valorem	25
Soaps, per cent ad valorem	10
Tea, per cent ad valorem	10
Toys, per cent ad valorem	10
Tobacco (except China) and all manufactures thereof, per cent ad valorem	15
Watches and clocks, in whole or in part, per cent ad valorem	10
Whisky (<i>See Brandy</i>).	

Upon all other goods, wares and merchandise of whatever description imported into this Kingdom, there shall be levied, collected and paid a duty of ten per cent ad valorem, including all charges as per original invoice, except the following:—

SPECIFIC LIST.

Bean oils and other China oils, per cent	25
Camphor trunks, per nest of 2	\$1 00
Camphor trunks, per nest of 4	2 00
Camphor trunks (single)	50
China boots and shoes, per pair	25
China matting, per roll	2 00
China slippers, per pair	10
Cigars and cheroots per thousand	10 00
Coffee, per lb	06
Kid and all other leathers and skin gloves, per dozen pairs	3 00
Peanut oil, per lb	02½
Rice, cleaned, per lb	02½
In husk, per lb	01½
Sugars, raw	02½
Wines:—Madeira, sherry, port, and all other wines, cordials and bitters, and all other articles of merchandise containing alcohol, or preserved in alcohol or spirits, above twenty-one per cent and below thirty per cent of alcoholic strength, unless otherwise provided for, per gallon	2 00
Wines—Sparkling moselle and sparkling hock, per dozen reputed quarts	4 00
Wines—Champagne, per dozen reputed pints	3 00
Wines—Claret, Rhine wine and other light wines under twenty-one per cent of alcoholic strength, not otherwise provided for, per dozen reputed quarts	40
Per dozen reputed pints	20
Per gallon in bulk	15

All invoices of merchandise, presented at any custom house of this kingdom for entry, must be accompanied by the certificate of the Hawaiian consul at the port of shipment, otherwise 25 per cent will be added to the original value, and the usual duties levied on the increased value thereof."

It may be inferred that the Hawaiians do not regard this as a satisfactory arrangement, since they speak of it in their official "Annual" as follows:—

"Hawaii's treaty relations with the United States are still considerably onesided against us, though hopes are entertained that a revision, upon a more equitable basis, will yet result in more of a free trade policy between the two countries. This would greatly strengthen existing enterprises, and encourage new ones. The recent change of party power in the United States, is thought, augurs well for Hawaii."

Notwithstanding the discrimination against Canada, our trade with Hawaii has steadily and satisfactorily increased since the establishment of the Canadian-Australian line, as the figures of the export trade show. For the six months ending 31st December, in each of the fiscal years indicated, the exports of Canada to Hawaii, were as follows:—

1891	\$ 4,480
1892	16,060
1893	69,889

There is a demand in that country for considerable quantities of our lumber, and for general articles of merchandise. Thus far, each steamer going southward from Vancouver has carried a relatively large volume of freight for Honolulu, and north bound vessels have always secured cargo for Canada.

An analysis of the exports of the United States to Hawaii for the past three years in which Canada is interested, in the sense that it shows what that market takes from our neighbours—gives the following result:—

EXPORTS from the United States to the Hawaiian Islands.

Articles.	VALUES.		
	1891.	1892.	1893.
	\$	\$	\$
Agricultural implements	12,736	6,948	3,897
Animals	122,867	64,517	26,118
Books, pamphlets, maps, &c	18,667	17,239	15,661
Bread and breadstuffs—			
Bread and biscuit	40,518	41,217	36,157
Oats	29,947	25,458	27,537
Wheat	12,449	14,878	10,662
Wheat flour	248,042	296,908	198,262
All other	394,575	328,326	249,258
Carriages, carts and parts of	47,540	19,651	10,681
Chemicals, drugs, dyes and medicines	89,830	76,557	79,560
Coal	26,473	7,563	3,426
Copper and manufactures of	11,582	2,462	1,357
Cotton, manufactures of	312,636	256,813	241,790
Fish	146,112	125,506	107,630
Flax, hemp, &c., manufactures of	71,723	31,585	24,690
Fruits, including nuts	45,940	36,923	32,654
Glass and glassware	21,202	15,962	12,391
Gunpowder and other explosives	20,383	9,439	13,112
Hay	95,427	106,782	47,209
India-rubber, manufactures of	29,425	15,933	19,499
Iron and steel and manufactures of	762,896	433,616	222,162
Jewellery and manufactures of gold and silver	39,556	24,275	5,636
Leather, manufactures of—			
Boots and shoes	118,939	81,430	62,170
All other	81,373	54,944	45,105
Lime and cement	31,304	27,042	18,913
Malt liquors	92,788	88,793	75,021
Musical instruments	8,372	4,470	3,357
Oils—			
Mineral	188,016	58,996	74,659
All other	11,575	7,952	7,042
Paints and painters' colours	36,935	29,501	25,767
Paper and stationery	66,506	59,850	53,053

EXPORTS from the United States to the Hawaiian Islands—*Continued.*

Articles.	VALUES.		
	1891.	1892.	1893.
	\$	\$	\$
Provisions, including meats and dairy products—			
Bacon and hams.....	39,441	35,005	32,509
Beef.....	15,351	18,687	20,791
Butter and cheese.....	47,950	52,607	33,197
Lard.....	29,416	32,817	29,280
Pork.....	2,726	2,336	2,120
All other.....	50,454	41,250	27,005
Spirits—Whisky.....	48,330	51,017	45,818
Sugar, refined.....	104,156	26,937	17,850
Tobacco, manufactures of—			
Cigars.....	41,477	17,209	13,287
All other.....	137,366	143,145	158,673
Varnish.....	140	155	
Vegetables.....	63,921	42,073	33,782
Wine.....	105,322	93,927	78,434
Wood and manufactures of—			
Boards, deals, planks, joists and scantling.....	271,553	203,433	91,241
Shingles.....	23,066	21,114	7,051
Shooks, staves and headings.....	7,188	4,402	4,265
Hogstheads and barrels, empty.....	320	100	150
Household furniture.....	86,179	54,428	51,230
All other.....	125,691	75,536	43,996
Wool, manufactures of.....	57,816	48,320	29,630
All other articles.....	441,314	286,034	242,653
Total exports of merchandise.....	5,107,212	3,781,628	2,717,338
Total domestic merchandise.....	4,935,911	3,662,018	2,827,663
Total foreign merchandise.....	171,301	119,610	110,325
Exports of—			
Gold.....	925,120	600,000	815,310
Silver.....	2,150	1,000	1,000

A close study of the foregoing figures will indicate to Canadian producers and manufacturers the articles in which they may trade profitably with Hawaii.

On my return from Australia I again visited Honolulu and while there had a conference with the Chamber of Commerce in the course of which I explained the object of my mission. On the previous day I had met Mr. Dole, President of the Provisional Government, and Mr. Smith, the Attorney General, and at their suggestion consented to remain over for the specific purpose of meeting the Chamber of Commerce. Mr. Dole had offered to have that body called together if I could arrange the delay of the steamer, and assured me that the Chamber would cheerfully listen to whatever might be said concerning trade and cable connection with Canada. The steamer was detained twenty-four hours, and in pursuance of the invitation given by Mr. President Dole and Attorney General Smith, I met the Chamber of Commerce on Monday morning, 4th December.

The meeting was well attended by representative business men of the city, and in addition to these, Mr. Dole, the president of the Provisional Government, and Mr. Damon, the Finance Minister, were present.

In addressing the Chamber, I pointed out at the outset that I was there solely to discuss trade and cable connection between Canada and Hawaii and nothing else. It was explained that Canada was desirous of extending her trade to the fullest possible extent, and in pursuance of that policy a line of steamers had been subsidized and established between Vancouver and Sydney. A brief history of the steps which led to this action was given, and the interest which Hawaii had in the matter alluded to, as the steamers of the Canadian-Australian line would call regularly at Honolulu on the outward and inward voyage, thus providing facilities for trade between the Hawaiian Islands and the Dominion of Canada. It was suggested that Hawaii should grant assistance to the line in some form so as to secure its permanency, and that such assistance would be an incentive to those who desired to extend the trade of the islands. Following upon the establishment of a line of steamers came the necessity for cable connection. It was pointed out that a market for many of the Hawaiian products could be found in British Columbia and the great North-west of Canada, as well as in the Eastern Provinces, and that there was much which Canada had to export that should find ready sale in Hawaii. Some of these articles were named. The trade would have to be begun and carried on, however, with a careful regard for the needs of each country and the demand for high quality. Reference was made to the discrimination against Canada and in favour of the United States, which was created by the reciprocity treaty with the latter country, now in force, and in conclusion the hope was expressed that Hawaii might be represented at the proposed conference in Canada, where the questions of trade and cable communication could be fully considered.

After some discussion a committee, consisting of Messrs. Theo. H. Davies, Charles M. Cooke and H. F. Glade, was appointed to consider the matters brought before them and report to a general meeting of the Chamber. That committee met and reported, a copy of which report was forwarded to me in due course and is as follows:—

HONOLULU, H. I., January 31st, 1894.

To F. A. SCHAEFER, Esq.,
Vice President Honolulu Chamber of Commerce,
Honolulu, H. I.

SIR,—The committee appointed to report on the subjects which Mr. Mackenzie Bowell introduced in his address to the Chamber on Monday, December 4th, have carefully considered the questions so ably laid before them, and beg to make the following report.

The committee are very sensible of the great advantages which this community must derive from any traffic which brings us into direct connection with the various important countries which are touched by the Pacific Ocean. The special subject of the present report is the trade which may be developed between Canada on the north and Australia on the south by means of cable and steam communication.

Several schemes have been suggested during recent years for bringing Honolulu into telegraphic union with the world; and it is not of very material importance to Hawaii whether the connection shall be made by one line or another. Undoubtedly the San Francisco connection would be preferable, because that is the point where our chief commerce is, and always will be, maintained; but the committee are of opinion that every possible facility should be given by the Hawaiian Government to any country that will introduce a trans-Pacific cable to our shores. We are confident that the necessity for speedy communication with the naval and mercantile steamers that frequent our ports will compel governments as well as private owners to inaugurate a cable service for their own convenience and protection; and the committee do not consider that this service will be hastened or retarded by any action that can be taken here. We therefore confine ourselves to the recommendation that this Government shall express its desire to facilitate, in every possible way, the creation of cable communication across the Pacific Ocean.

With regard to the subject of steam service between our shores and the Canadian and Australian Empires, the committee are of opinion that a very important development of our trade must follow the inauguration of such a service. The tropical products of our islands already find a large market in the North-west Territory of the United States, and with proper facilities we could send to the Canadian markets of British Columbia all the sugar, coffee, rice, fruits, etc., that they could dispose of. For the present nearly the whole of our sugars are under contract to be shipped to San Francisco,

and therefore are not available for shipment to any other market, but it is not improbable that an arrangement could be made between the San Francisco and Vancouver refineries whereby the latter could receive its supplies from Honolulu, and so restrict the importation of raw sugar to the Pacific Coast by discontinuing importations from Manila.

In order to do this it would be necessary that the Canadian tariff be modified so as to admit ordinary Hawaiian sugars free. At present our sugars are practically driven out of Canadian markets because of their high colour, and Manila sugars are admitted free because of their darker colour.

The short experience we have had of the Canadian-Australian line of steamers enables us to express our confidence in the future of the trade it will bring to our shores. The contrast between the climate and scenery of British Columbia, and those of Hawaii, will induce a great interchange of visitors, and gradually open up an important passenger traffic, which cannot fail to be beneficial to both countries.

The Committee are deeply impressed with the importance of giving every encouragement to this, and all other steam lines which make connections with this port; and they recommend that the Government be requested to extend all freedom of port charges, that is in their power, to the steamers so coming.

The Committee feel that they cannot omit an expression of sympathy with the owners in the disaster to the "Miowera," and the consequent disarrangement of the line, and they also desire to express their sense of the energy and determination which so soon supplied the deficiency.

Mr. Mackenzie Bowell expressed a hope that a representative of Hawaii should be present at the Conference to be held in Canada early in 1894, for consideration of trade and cable connections over the route alluded to; and the Committee consider that it is very desirable that such a representative should attend on behalf, either of the Government, or of this Chamber, in order to explain or discuss any points, that might be of special value to this country.

We are sir, yours faithfully,

THEO. H. DAVIES,
CHAS. M. COOKE,
H. F. GLADE.

HONOLULU, 2nd of January, 1894.

NEW SOUTH WALES.

On the morning following our arrival at Sydney, N.S.W., communication was had with the Premier, Sir George Dibbs, who was asked to name an hour when it would be convenient to grant an interview. His answer was a personal call in company with several members of his Government, when he and his colleagues gave assurance of the great interest which his Government felt in my mission. Arrangements were made for a meeting on the following day (October 11th) at which we might talk over all matters connected with trade between Canada and Australia. In pursuance of this arrangement I met Sir George Dibbs at 11 a.m. on the 11th, and the interview lasted for more than two hours. Several members of the Government were present and questions of trade and cable communication were fully discussed.

At this interview it was intimated that the Government desired me to see and judge of some of the resources of the colony. Accordingly, on the 13th, in company with Attorney General Barton, and Hon. H. Copeland, Minister of Lands, the Parramatta district, where fruit raising is the chief industry, was visited. The oranges and lemons were found to be of such a quality as to ensure a ready market in Canada, at good prices, provided their carriage across the Canadian continent in cool cars could be secured, after proper attention had been given to the sorting and packing by the exporters. This is important, as the first shipment to Canada was made without regard to these conditions, and was, therefore, not as successful as it might have been. The land upon which these oranges are grown commands a very high price, but the returns are proportionate. In this district the supply seldom exceeds the demand; but there is practically no limit to the possibilities of production.

Soon after my arrival in Sydney I met the Chamber of Commerce of that city, and discussed with its members the exchange of products between Canada and Australia, and was much gratified to observe how keenly alive they were to the subject.

Two days later the great coaling centre at Newcastle was visited, where business men manifested a strong desire for closer trade relations between Australia and Canada, as important parts of the British Empire.

On the afternoon of the same day, the fertile agricultural country, known as the Hunter River District, lying around the town of Maitland, was visited. This is probably, the most productive portion of that section of Australia, farming methods coming nearer to those followed in Canada, than anywhere else in the colony.

New South Wales is the oldest of the Australian Colonies, having been first settled in 1788, and has now a population of 1,197,050 as compared with 503,981 in 1871. Its resources are rich and varied, but sheep constitute the basis of its wealth. In 1891 the number of sheep aggregated 61,831,416, or nearly half of the entire number in all the Australasian Colonies. Its mineral possessions, particularly in gold, silver and tin, are very valuable and represent a considerable item in the annual exports.

The trade of the colony has been large for many years, as the following table shows:—

Year.	Imports.	Exports.	Total.
	£	£	£
1882.....	21,467,899	17,677,355	39,145,254
1883.....	21,522,841	20,262,273	41,785,114
1884.....	23,160,916	18,577,290	41,738,206
1885.....	23,737,461	16,650,107	40,487,568
1886.....	21,313,127	15,717,937	37,031,064
1887.....	19,171,317	18,521,750	37,693,067
1888.....	21,229,277	20,920,130	42,149,407
1889.....	22,863,057	23,294,934	46,157,991
1890.....	22,615,004	22,045,937	44,660,941
1891.....	25,383,397	25,944,020	51,327,417
1892.....	20,776,526	21,972,247	42,748,773

The foregoing show that the consumption of imported goods is relatively large. Taking the imports for 1892, the following items have been selected from the list as being of interest to Canadian exporters and to which the rates of duty are added :—

Articles.	Value.	Rate of Duty.
	£	
Acids, acetic	3,516	2s. 6d. per gal.
All other	4,377	10 p.c.
Aerated and mineral waters	3,026	1s. doz. qts.
Agricultural implements	66,740	Reapers and binders, free, others 10 p.c.
Alkalis	23,632	Free.
Apparel, wearing	1,146,998	10 p.c.
Arms, ammunition, explosives, &c.—		
Guns	27,433	do
Other firearms	5,440	do
Cartridges, caps, etc	30,302	do
Shot	7,202	5s. cwt.
Blasting compounds	74,460	1d. per lb.
Powder, sporting	15,115	3d. per lb.
Asbestos	1,290	Free.
Asphalt	4,281	10 p. c.
Bags and sacks	54,116	Free.
Baking powders	4,051	1d. per lb.
Bark, tanning	21,688	Free.
Baskets and basketware	9,363	do
Bêche de mer	3,107	do
Bicycles	11,737	10 p.c.
Billiard tables and materials	4,062	15 p.c.
Biscuits	2,955	2d. per lb.
Blacking	7,662	10 p.c.
Blankets	53,866	do
Boots and shoes	455,767	do
Brassware	20,190	do
Brushware	28,855	do
Butter	37,623	2d. per lb.
Candles	74,306	1½d. per lb.
Canvas	32,399	Free.
Carpets	54,281	15 p.c.
Carriages	13,893	do
Carriage makers materials	53,436	10 p.c.
Carts and wagons	3,284	15 p.c.
Cement	113,434	2s. per bbl.
Cheese	5,112	2d. per lb.
Chemical products (various)	38,840	10 p.c. and free.
Chocolate, prepared	46,509	4d. per lb.
Colours, (dry), etc.	9,962	1s. 6d. per cwt.
Confectionery	25,128	2d. per lb.
Cordage and rope	40,069	3s. per cwt.
Drapery	2,086,141	Cotton in piece, free, others 10 p.c.
Drugs, and apothecary's ware	171,273	Crude, free.
Earthenware and china	99,064	Earthenware, 10 p. c., china, 15 p.c.
Fish, fresh	4,148	Free.
preserved	82,528	1d. per lb.
Flax and hemp	10,206	Free.
Floorcloth and oilcloth	70,822	10 p.c.
Fruits, green (not bananas or pines) dried and candied	137,133 106,215	1s. per bush. 2d per lb.
Furniture	101,806	10 p.c.
Gas fittings	29,085	do
Glassware	46,493	do
Gloves	102,413	15 p.c.
Glucose, liquid and syrup	4,466	3s. 4d. per cwt.
Solid	1,068	5s. per cwt.
Grain, barley	8,103	10d. per cental.
Barley, prepared	501	1d. per lb.
Beans	1,467	10d. per cental.
Bran	43,159	1s. per cental.
Flour	509,785	1s. per cental.

Article.	Value.	Rate of Duty.
Grain—		
Maize	44,379	10d. per cental.
Maizena and corn flour	1,451	1d. per lb.
Oats	148,566	10d. per cental.
Ostmeal	27,389	2s. per cwt.
Pease, dried and split	7,023	10d. per cental.
Wheat	189,513	10d. per cental.
Hardware	634,689	10 p.c.
Hats and caps	183,373	10 p.c.
Hay and chaff	246,605	6d. per cwt.
Honey	1,454	1d. per lb.
Instruments—Pianos	72,127	15 p.c.
Organs	8,644	15 p.c.
All others	13,824	15 p.c.
Whisky	194,439	14s. per gal.
Iron and steel—Pig	25,772	6d. per cwt.
Scrap and old	3,444	Free.
Bedsteads	55,738	10 p.c.
Pipes	105,228	Free.
Other castings	17,342	10 p.c.
Bar, rod, plate and sheet	150,372	Free.
Bolts, nuts, &c	43,300	2s. per cwt.
Safes and doors	5,753	10 p.c.
Tanks	13,731	10 p.c.
Chains, various	2,997	10 p.c.
over $\frac{1}{2}$ inch	2,304	Free.
other wrought	49,838	10 p.c.
Wire, not galvanized	191,255	Free.
Nails	24,979	10 p.c.
Galvanized sheets and bars	265,018	2s. per cwt.
manufactures	25,234	3s. per cwt.
wire	22,543	2s. per cwt.
and black wire netting	71,988	1s. 6d. gal., 10 p.c. black.
Jams and jellies	40,635	2d. per lb.
Jewellery	74,876	15 p.c.
Lampware	17,402	10 p.c.
Leather	56,980	10 p.c.
Machinery	308,911	10 p.c.
Machines, sewing	36,035	Free.
weighing	4,747	10 p.c.
Malt	100,993	Free.
Matches	58,231	Free.
Mats and matting	7,937	10 p.c.
Matresses	1,312	10 p.c.
Meat—bacon and hams	34,349	2d. per lb.
Milk—condensed	70,629	1d. per lb.
Pickles and sauces	66,446	1s. per qt.
Oil, linseed	36,746	Free.
Painters' materials	10,246	10 p.c.
Paints and colours in oil	72,976	3s. per cwt.
Paper—		
Printing and newspaper	146,685	Free.
Brown and wrapping	27,169	3s. per cwt.
Writing	43,800	Plain, free; fancy, 10 p.c.
Bags, plain	9,038	7s. 6d. per cwt.
Perambulators	4,293	10 p.c.
Photographic materials	15,057	10 p.c.
Plaster and plaster of Paris	2,320	2s. per brl.
Printers' materials	13,226	10 p.c. and free.
Portmanteaus, travelling bags	12,229	15 p.c.
Railway plant	346,755	Free.
Saddlers' ware	66,807	Free and 10 p.c.
Saddlery and harness	45,809	10 p.c.
Salt, in bags	41,447	1s. per cwt.
Rock	11,728	Free.
Sausage skins	12,361	10 p.c.
Silver plate and plated ware	57,073	15 p.c.
Slates, roofing	16,107	10 p.c.
Slabs	2,522	Free.
Soap, toilet	15,944	2s. per lb.
Other	25,002	3s. per cwt.

Articles.	Value.	Rate of Duty.
	£	
Timber, dressed.....	55,700	3s. per 100 ft.
Rough.....	357,048	1s. 6d. per 100 ft.
Doors.....	18,046	2s. each.
Shooks and staves.....	1,078	1s. 6d. per 100 ft., 3s. dressed.
Sashes.....	831	2s. each.
Laths.....	3,065	9d. per 1,000.
Palings.....	773	1s. per 1,000.
Shingles.....	929	do
Tinware.....	16,711	10 p.c.
Tobacco, manufactured.....	98,211	3s. per lb.
Cigars.....	97,807	6s. do
Cigarettes.....	25,125	6s. do
Toys and fancy goods.....	138,573	10 p.c.
Upholstery.....	25,685	10 p.c.

On the 18th November, the day of my departure from Australia for Canada, a luncheon was given by the Government in the harbour at which some four hundred distinguished public and business men sat down. Hon. Sir George Dibbs, the Premier, presided. In the speeches that were made, the desire of New South Wales for the closest possible commercial relations with Canada was clearly stated.

QUEENSLAND.

On the 17th October the borders of Queensland were reached, and at Wallingarra it was found that the Government had arranged for seeing as much of the resources of the colony as possible within the time available. During that day we passed through what is known as the Darling Downs, an exceedingly rich tract of country, having a soil of heavy black loam, and by evening reached the town of Toowomba. This is the centre of an extensive fruit growing and sheep raising district.

On the 18th the sheep station of Jondaryan was visited and the process of sheep shearing witnessed. An idea of the extent of this industry may be formed when it is known that this particular station is 25 by 15 miles in extent, though lying in the centre of the settled portions of the colony, and maintains 130,000 sheep.

At eight o'clock p.m., the city of Brisbane was reached. Brisbane is a city of about 45,000 population, and is the seat of government. On the following morning at the invitation of the Premier, Sir Thomas McIlwraith, His Excellency the Governor, (Sir Henry Norman) the members of the Government and a large number of distinguished citizens were met on board the steamer "Lucinda." At luncheon speeches were made and assurances given of the interest felt by the Government of Queensland in the matter of extending trade with Canada, and the laying of a direct Pacific cable. Sir Thomas McIlwraith was outspoken in his approval of the cable scheme, which was particularly gratifying in view of the fact that Queensland had but lately subsidized the new French cable to New Caledonia, which action he publicly assured us would not in any way interfere with the greater and more important matter of a direct British cable between Canada and Australia.

On the 20th, a visit was made to the town of Gympie. This place has a population of 10,000. Quartz gold mining is its principal industry. It was here that the first discovery of gold in Queensland was made in 1867, although the mining then was wholly limited to the washing of alluvial.

On the 21st, the sugar-cane district lying immediately around the town of Bundaburg was visited. Representative producers intimated their interest in the new Canadian-Australian line as affording them a prospective outlet for raw sugar, molasses, rum and fruits for which that portion of Queensland is noted. There are 50,000 acres planted in sugar-cane in the colony, which industry is comparatively in its infancy. In 1891 the production of raw sugar reached 51,219 tons. The capabilities of Queensland in this respect are very great.

On the 23rd, an interview of considerable length was had with Sir Thomas McIlwraith, at which the purposes of my mission were fully discussed. He intimated his desire to visit Canada and personally investigate trade possibilities between the two colonies. A few days later it was learned that he had decided to leave at once for this country, by way of Japan.

Queensland became a separate colony in 1859 and had a population at the census of 1891 of 421,297. Its products are varied and consist principally of cattle, sheep, gold, wool, tallow, sugar, molasses, rum, oranges, lemons, pineapples, kangaroo skins, hides, oysters, canned beef, pearls, opals, &c. In 1892 the imports of the colony amounted to £4,382,657 of which the following were leading items:—

Article.	Value.	Rate of Duty.
	£	
Agricultural implements.....	4,123	Free.
Apparel and slops.....	227,905	25 p.c.
Bags and sacks.....	49,075	25 p.c.
Biscuits.....	1,872	2d. per lb.
Blankets.....	20,541	25 p.c.
Boats.....	481	25 p.c.
Boiler tubes.....	2,355	Free.
Boots and shoes.....	94,378	12s. to 33s. per doz. prs.
Boot uppers.....	1,759	18s. per doz. prs.
Brushware.....	8,911	25 p.c.
Canvas.....	8,692	5 p.c.
Carpeting and druggeting.....	2,375	15 p.c.
Carriages.....	972	£30 each.
Carts and wagons.....	48	15 p.c.
Carriage and cart material.....	4,009	25 p.c.
do do free.....	5,870	Free.
do shafts, spokes, rims, &c.....	1,451	5 p.c.
Cement.....	6,220	2s. per brl.
Chloride of lime.....	4,500	15 p.c.
Confectionery.....	3,885	4d. per lb.
Cordage and rope.....	4,659	8s. per cwt.
Cotton—waste.....	2,150	15 p.c.
Wicks.....	40	15 p.c.
Piece goods.....	165,371	5 p.c.
Drapery and haberdashery.....	145,409	25 p.c.
Earthenware.....	9,228	25 p.c.
Fancy goods.....	24,232	25 p.c.
Fish—		
Sardines.....	3,175	2s. per doz.
Lobsters.....	909	2s. per doz. lbs.
Oysters.....	1,209	do
Salmon.....	2,705	do
Other.....	6,602	do
Salted and dried.....	5,213	1d. per lb.

Articles.	Value.	Rate of Duty.
	£	
Flannel.....	11,441	15 p.c.
Fruit, bottled quarts.....	8,271	3s. per doz. qts.
do pints.....	1,906	1s. 6d. per doz. pts.
dried.....	7,066	3d. per lb.
Furniture.....	23,077	25 p.c.
Furs.....	101	15 p.c.
Grain and pulse—		
Barley (malting).....	20	1s. 6d. per bush.
do (pearl).....	122	1d. per lb.
do (pearl).....	319	1s. per bush.
Beans and pease.....	32,995	4s. 6d. per bush.
Malt.....	12,169	8d. per bush.
Oats.....	2	15 p.c.
Rye.....	446	1d. per lb.
Split pease.....	1	4d. per bush.
Wheat.....	78,593	25 p.c.
Hardware and ironmongery.....	43,129	25 p.c.
Hats, caps and bonnets.....	5,516	25 p.c.
Holloware.....	284	15 p.c.
Hose, India rubber and canvas.....	3,636	Free.
Instruments, musical (organ).....	18,547	25 p. c.
Instruments, musical.....		
Iron—		
Bar and rod.....	20,224	Free.
Castings.....	55	3s. per cwt.
Galvanized.....	89,008	2s. do
Hoop.....	5,270	Free.
Joists (dutiabie).....	435	25 p.c.
do (free).....	210	Free.
Pig.....	4,038	Free.
Pipes.....	22,575	2s. per cwt.
do (malleable).....	4,619	Free.
Plate.....	5,303	do
do (boiler).....	782	do
Scrap.....	446	do
Sheet.....	1,789	do
Wire.....	44,310	2s. per cwt.
do (galvanized).....	11,023	do
Ironware (galvanized).....	7,501	25 p.c.
Metal tubing.....	247	15 p.c.
Leather.....	10,718	4d. per lb.
Machinery and engines—		
Quartz.....	10,344	25 p.c.
Flour and milling.....	140	15 p.c.
Lathes, drilling, &c.....	77	15 p.c.
Engines, portable.....	7,180	Free.
Tubing for artesian wells.....	27,732	do
All other (dutiabie).....	36,268	25 p.c.
All other (free).....	3,603	Free.
Matches and vestas.....	22,681	25 p.c.
do and safety.....	519	Free.
Milk (condensed).....	18,106	2d. per lb.
Oil, cod.....	560	6d. per gall.
Cod liver (in case) pint.....	265	2s. per doz. pints.
do (bulk).....	44	1s. per gall.
Kerosene.....	28,347	6d. do
Linseed.....	8,830	1s. do
Mineral (undescribed).....	6,621	6d. do
Oilmen's stores—		
Pickles (½ pint).....	171	1s. per doz. ½ pints.
Sauces (quarts).....	478	2s. per doz. pints.
do (pints).....	4,104	do
do (smaller sizes).....	9,219	do
Paints and leads.....	18,217	3s. per cwt.
Paper—		
Writing (cut).....	1,067	2d. per lb.
Demy and over.....	7,367	Free.
All other.....	27,329	5 p.c.
Bags (printed).....	156	12s. 6d. per cwt.
do (not printed).....	2,490	8s. per cwt.
Plated ware.....	8,440	25 p.c.

Articles.	Value.	Rate of Duty.
	£	
Preserves (jams and jellies).....	13,494	2s. per doz. lbs.
Provisions—		
Mess pork.....	8	1d. per lb.
Bacon.....	428	3d. per lb.
Hams.....	3,138	do
Meat preserved (other than salted).....	2,623	4s. per doz. lbs.
Salt.....	11,802	Free.
Sewing machines.....	9,497	do
Soap.....	3,098	10s. per cwt.
do (fancy and toilet).....	1,485	3d. per lb.
Spirits—		
Geneva.....	10,246	14s. per. gall.
Methylated.....	21	5s. do
Whisky.....	69,302	14s. do
All other.....	8,751	14s. do
Stationery.....	28,146	25 p.c.
Stone, grind.....	294	25 p.c.
Timber—		
Ash (in plank).....	47	5 p.c.
American oak.....	81	5 p.c.
Beech (log).....	33	1s. 6d. per 100 sq. ft.
Cedar (log).....	24	do
do over 96 inches.....	4	do
do under 96 inches.....	4	3s. per 100 ft.
Hardwood (log).....	20	1s. 6d. per 100 ft.
do (96 inches and over).....	40	do
do (under 96 inches).....	133	3s. per 100 ft.
Logs and piles.....	225	18 s. 6d. per 100 ft.
Palings.....	3	15 p.c.
Pine (log).....	30	1s. 6d. per 100 ft.
do (96 inches and over).....	184	do
do (under 96 inches).....	215	3s. per 100 ft.
Redwood do.....	24	do
Shingles.....	21	25 p.c.
Staves and heads (in shooks and loose staves).....	1,002	25 p.c.
Spars.....	18	1s. 6d. per 100 ft.
Miscellaneous (96 inches and over).....	17	do
do (under 96 inches).....	852	3s. per 100 ft.
Tobacco, cigars.....	15,776	6s. per lb.
Tools (dutiable).....	1,264	25 p.c.
Axes.....	6,717	Free.
Spades, forks and shovels.....	3,016	do
All others free.....		
Twine.....	5,286	1½d. per lb.
Varnish.....	3,355	25 p.c.
Woodenware.....	2,710	25 p.c.
Woollen piece goods.....	80,521	15 p.c.

The countries which supplied the principal portion of these imports were :—

United Kingdom.....	£2,049,359
Germany.....	37,547
United States.....	97,845
France.....	6,487
Belgium.....	3,250
South America.....	19,678
China.....	5,230

The other Australian colonies supplied £1,848,492, and Canada's share is put down at £114, only.

VICTORIA.

On the 28th of October, Melbourne, in the Colony of Victoria, was reached. Melbourne is a metropolitan and beautiful city of 450,000 inhabitants. It presents the appearance of vast wealth, and is a great wool centre. We were met at the station by a deputation of Canadians, many of whom had gone there at the time of the gold excitement in 1852 and with the energy characteristic of their countrymen, had made their mark. They spoke of the warm desire on the part of the Victorian people to open up trade with Canada.

By appointment an interview was had with the premier, Hon. J. B. Patterson, on Monday the 30th. Mr. Patterson evidenced the utmost cordiality, and gave assurance of his and his Government's sympathy with every reasonable effort to bring Canada and the Australian Colonies into closer trade relationship. The colony of Victoria had not subsidized the new Canadian-Australian line, and hence the vessels do not make Melbourne a port of call. Melbourne is some 600 miles by sea from Sydney, the present Australian terminus of the Canadian-Australian line.

On 1st November, in pursuance of arrangements previously made, the Melbourne Chamber of Commerce was met and the question of trade between Canada and Australia was discussed at some length. The deepest interest was manifested by commercial men present, and, subsequently, the Premier announced his entire approval of the efforts being put forth to build up trade between the two countries, which he thought would best be accomplished by steamers calling at Melbourne, particularly as it would materially affect the trade of Victoria. The Chamber volunteered a hearty and active co-operation.

During our stay in Melbourne the large wool warehouses were visited, where the great staple product of the colonies is handled and marketed.

Interviews with many leading public men revealed a sincere desire to see Canada and the Australian Colonies drawn closer together in bonds of trade and mutual interest.

Victoria was founded as a colony for settlement in 1834, but was not given a constitution until 1855. It has a population of 1,167,329 according to the census of 1891, and is a prosperous and wealthy colony. The production of high class wool is the leading industry, while gold mining ranks next in importance. The wool clip of 1892 had a value of £3,792,938, and the gold reached the high figure of £2,305,596.

Since the discovery of gold in 1851 the output of this colony has amounted to the total of £229,787,892; or 66 per cent of all gold mined in the seven colonies. Victoria is also rich in pastoral possessions and in the production of dried fruits and light wines. Being wealthy and not an extensive manufacturing colony she imports heavily, notwithstanding a high tariff. In 1892 her foreign trade stood as follows:—

Imports.....	£17,174,545
Exports.....	11,410,808

The following items from her list of imports are of interest to Canada :

Articles.	Value.	Rate of Duty.
	£	
Aerated and mineral waters.....	1,154	10 p. c.
Alkali, soda ash.....	8,152	Free.
Apparel and slops, woollen.....	93,668	35, 45 and 50 p. c.
do N. O. E.....	242,345	25 and 35 p. c.
Detonators.....	1,474	Free.
Dynamite.....	4,516	4d. per lb.
Bags and sacks.....	153,672	Free.
Beer—		
Bottled.....	192,499	1s. 6d. per gall.
Draught.....	20,369	1s. per gall.
Lager.....	9,308	1s. 6d. per gall.
Biscuits, fancy.....	327	2d. per lb.
Blacking.....	4,884	25 p. c.
Boots and shoes.....	79,833	Free to 60s. per doz. pair.
Brassware.....	14,565	Free to 45 p. c.
Brushware and brooms, hair.....	10,846	35 p. c.
do other.....	562	35 p. c.
Candles.....	18,740	2d. per lb.
Carpeting and drugging.....	59,812	25 p. c.
Carriages and carts—		
Barouches.....	1,080	£50 each.
Hansom cabs.....	381	£20 do
Express wagons.....	175	£15 do
Dog carts.....	521	£10 do
All without springs.....	569	20 p. c.
Bicycles and perambulators.....	18,503	25 p. c.
Unenumerated.....	3,842	25 p. c.
Cement.....	78,490	Free.
do since July.....	22,489	1s. per cwt.
Confectionery.....	15,608	2d. per lb.
Copper.....	2,191	Free.
do ore.....	11	do
do sheet.....	8,937	do
do wire.....	4,144	do
Cordage—		
Coir.....	117	5s. per cwt.
Engine packing.....	4,088	12s. do
Hempen.....	3,072	12s. do
White lines.....	2,246	12s. do
Iron, galvanized.....	497	Free.
Steel.....	32,262	do
Unserviceable.....	1,245	do
Cotton—		
Piece goods.....	693,177	do
Manufactures of.....	48,918	do
Waste.....	8,681	do
Wick.....	3,107	do
Earthenware.....	46,195	8d. per cubic ft.
Engines		
Portable.....	9,866	25 p. c.
Steam.....	8,944	35 p. c.
Traction.....	7,053	Free.
Fancy goods.....	41,205	10 p. c.
Fish—		
Fresh.....	5,715	Free.
Preserved.....	65,321	2d. per lb.
Salted.....	21,940	5s. per cwt.
Shell.....	18,577	Free.
Flax.....	6,129	do
Fruit, bottled and canned.....	3,385	3s. per doz.
Furniture and upholstery.....	47,491	40 p. c.
Furs—		
Dressed.....	4,020	2d. per lb.
Hatter's.....	1,761	25 p. c.
Undressed.....	366	Free.
Glue.....	4,227	2d. per lb.
do liquid.....	801	20 p. c.

Article.	Value.	Rate of Duty.
	£	
Grain—		
Flour.....	17,999	5s. per cental.
Oatmeal.....	213	9s. do
Peas, split.....	249	5s. do
Hardware and ironmongery.....	116,213	Free.
Implements, agricultural.....	32,884	20 p.c.
India-rubber goods.....	56,333	Free.
Instruments, musical.....		
Organs.....	6,090	£3 each.
Pianofortes, grand.....	1,578	£15 do
do upright.....	64,208	£5 do
Iron—		
Grates and stoves.....	2,431	35 p.c.
Pipes, cast.....	14,915	£3 per ton.
do wrought.....	59,022	Free.
Jams and jellies.....	5,507	3d. per lb.
Leather—		
Calf.....	3,225	6d. do
Cut into shapes.....	572	45 p.c.
Imitation.....	3,597	Free.
Kid, calf kid, &c.....	34,477	do
Other.....	42,364	6d. per lb.
do.....	7,164	Free.
Patent.....	326	6d. per lb.
Leatherware.....	20,140	45 p.c.
Machinery, agricultural.....	21,303	Free.
do cream separators.....	13,212	do
do other.....	91,326	35 p.c.
do do.....	11,062	Free.
Machines, sewing.....	44,255	do
Manufactures of metal.....	99,566	45 p.c.
do baths, &c.....	18,173	35 p.c.
Manures.....	3,390	Free.
Matches and vestas—		
In metal boxes.....	857	1s. 3d. per gross.
In paper do.....	45,218	1s. do
In wooden boxes.....	990	6d. do
Safety.....	8,897	Free.
Meats—		
Bacon.....	301	2d. per lb.
Ham.....	3,057	do
Milk, preserved.....	25,880	do
Oil—		
Kerosene.....	92,320	Free.
Linseed.....	32,724	6d. per gall.
Lubricating.....	20,575	Free.
Paints and colours—		
Mixed ready for use.....	9,359	80s. per ton.
Ground in oil.....	49,637	40s. do
Dry colours.....	14,920	Free.
Paper—		
Bags.....	1,121	15s. per cwt.
Cardboard.....	5,994	4s. do
Writing, cut.....	2,301	2d. per gal.
Printing.....	171,175	Free.
Wrapping.....	9,343	6s. per cwt.
Writing, uncut.....	46,221	Free.
Plaster of Paris.....	2,173	1s. per cwt.
Sausage skins.....	13,493	Free.
Soap, toilet.....	17,786	4d. per lb.
common.....	364	2d. do
Spirits, whisky, bottled.....	113,850	12s. per gall.
do bulk.....	97,609	do
Starch.....	6,828	2d. per lb.
Stones, grind.....	800	Free.
Slates, roofing.....	10,156	do
do slabs.....	3,559	35 p.c.
Timber—		
Bent and finished.....	79	35 p.c.
Board, flooring.....	165,490	1s. 6d. per 100 ft.
do lining.....	8,008	do

Articles.	Value.	Rate of Duty.
	£	
Timber— <i>Con.</i>		
Board, weather.....	1,334	1s. 1d. per 100 ft.
Cut into shapes.....	1,513	6d. per cubic ft.
Timber—deals.....	2,594	Free.
hardwood.....	8,461	3s. per 100 ft.
laths.....	2,401	5s. per 1,000 ft.
logs.....	14,326	Free.
mouldings, 3-in. and over.....	1,418	7s. per 100 ft.
mouldings, under 3-in.....	8,718	4s. per 100 ft.
Oregon.....	37,342	1s. 6d. to 5s. per 100 ft.
other.....	17,441	4s. per 100 ft.
palings.....	544	9d. per 100.
pickets, undressed.....	2,913	6d. per 100.
shingles.....	93	9d. per 1,000 ft.
spars and piles.....	8,052	Free.
spokes and felloes, not hickory.....	781	6d. per 100 ft.
spokes and felloes of hickory.....	337	Free.
staves, rough.....	3,125	Free.
undressed, all other.....	138,180	Free.
unenumerated.....	2,338	Free.
doors and sashes.....	639	5s. to 7s. 6d. each.
Tobacco, manufactured.....	142,968	3s. per lb.
cigars.....	89,170	6s. per lb.
cigarettes.....	18,797	6s. per lb.
Twine and lines.....	4,648	2½d. per lb.
reaper and binder.....	2,462	8s. per cwt.
unenumerated.....	9,445	Free.
Varnish.....	20,686	2s. per gal.
Vegetables, bottled.....	1,858	3s. per doz.
Woollen piece goods.....	608,749	30 p. c. to 45 p. c.
blankets.....	35,882	35 p. c.

NOTE.—Recent legislation imposes a primage duty one per cent on all imports in which Canada might be interested.

SOUTH AUSTRALIA.

On the 2nd November the colony of South Australia was visited. On arriving at Adelaide, the capital, a deputation consisting of the Lieutenant-Governor, Chief Justice Way (who had that day assumed the functions of office on the departure of Lord Kinross on six months' leave of absence), the Premier (Hon. C. C. Kingston), Ministers of the Crown, and prominent citizens, were at the station, all evincing the interest they felt in the matter of closer trade relations with the Dominion of Canada.

In the afternoon of the same day, pursuant to arrangement, I met the Chamber of Commerce and spent some time in presenting the purposes of my mission. There was a large attendance and the discussion which followed showed a genuine desire for trade connection with Canada.

On the 3rd of November an interview with the Premier and Ministry was held, at which a careful review of trade possibilities was made.

South Australia became a colony, with a responsible government, in 1856, and now has a population of 336,702. The vessels of the Canadian-Australian line do not come any nearer than Sydney, but connection with Adelaide is had by rail and coasting steamers. Adelaide is one of the last ports of call for the steamers of the large lines bound for England, France and other foreign countries.

The trade of the colony in 1891 stood :

Imports	£ 9,950,542
Exports	10,512,049

It is worthy of remark that but £4,685,313 of the total exports were the actual produce of South Australia. The main items under this head were: wool, gold, copper, bark, flour, wheat, jams and jellies, leather, skins, olive oil, tallow and wine. The production of light wines and olive oil are growing industries, while dairy products find a large sale in the adjoining colonies.

The imports of the colony are relatively large and general. In 1891 the following were leading items in the list:—

Article.	Value.	Duty.
	£	
Agricultural implements.....	14,827	15 p.c.
Plough and scarifier shares.....	1,470	15 p.c.
Apparel and slops.....	179,759	25 p.c.
Male clothing.....	24,090	15 p.c.
Bacon and hams.....	8,618	4d. per lb.
Bags.....	87,407	Free.
Bedsteads.....	6,922	25 p.c.
Beer in bottles.....	63,786	1s. per gall.
Beer in bulk.....	2,696	1s. per gall.
Biscuits.....	14,904	15 p.c.
Boilers, steam.....	6,650	25 p.c.
Boots and shoes.....	95,058	.....
Canvas.....	15,043	Free.
Carpeting.....	19,182	15 p.c.
Carriages and carts.....	254	£10 each.
express wagons.....	214	£15 each.
hansoms.....	95	£20 each.
omnibuses, etc.....	100	£40 each.
barouches.....	60	£50 each.
unenumerated.....	16,964	25 p.c.
Confectionery.....	9,614	3d. per lb.
Cotton piece goods.....	252,269	Free.
Doors— $\frac{1}{2}$ in. and under.....	2,098	5s. each.
over $\frac{1}{2}$ in. and under $1\frac{1}{2}$ in.....	40	7s. 6d. each.
$1\frac{1}{2}$ in. and over.....	79	10s. each.
Drapery—enumerated.....	191,166	15 p.c.
unenumerated.....	62,537	25 p.c.
other.....	74,796	Free.
Drugs and chemicals.....	31,281	10 p.c.
Drugs and chemicals.....	15,822	Free.
Earthenware—enumerated.....	611	20 p.c.
unenumerated.....	23,938	15 p.c.
Engines and parts.....	17,215	25 p.c.
portable and traction.....	2,001	Free.
Fish—dried and salted.....	2,877	1d. per lb.
paste.....	692	2d. per lb.
preserved.....	14,877	2d. per lb.
in pickle or brine.....	1,537	10 p.c.
sardines.....	8,084	1d. per lb.
Furniture.....	39,298	25 p.c.
Grates, stoves and ovens.....	6,059	25 p.c.
Hardware and ironmongery.....	29,454	Free.
Hollowware.....	6,362	Free.
Hosiery—knitted.....	22,524	20 p.c.
unenumerated.....	61,766	10 p.c.
India-rubber goods.....	4,324	Free.
Musical instruments.....	2,954	15 p.c.
Pianofortes.....	23,688	15 p.c.
Unenumerated.....	5,600	10 p.c.
Iron—bar and rod.....	50,191	Free.
fencing, galvanized and steel.....	2,512	Free.
galvanized, corrugated.....	87,553	30s. per ton.
Jams, jellies and preserves.....	5,879	3d. per lb.
Leather—patent and fancy.....	16,220	Free.
unenumerated.....	7,063	15 p.c.
Machinery.....	8,015	25 p.c.
unenumerated.....	60,255	20 p.c.
free.....	8,327	Free.

Article.	Value.	Duty.
	£	
Malt.....	21,860	2s. 6d. per bushel.
Manufactures of metal.....	78,420	25 p.c.
Meat, preserved.....	5,020	2d. per lb.
Medicines, patent.....	27,495	20 p.c.
Milk, preserved.....	14,067	1d. per lb.
Oil—cod in bulk.....	2,578	Free.
kerosene.....	34,099	3d. per gall.
linseed.....	8,120	6d. per gall.
seal and whale.....	613	Free.
unenumerated.....	6,641	6d. per gall.
Paints.....	14,599	2s. per cwt.
mixed.....	3,029	4s. per cwt.
Paper—printing.....	53,170	Free.
wrapping.....	13,056	3s. 4d. per cwt.
Safes, iron.....	462	25 p.c.
Salt.....	2,595	25s. per ton.
Sewing machines.....	20,279	Free.
Soap.....	1,126	1d. per lb.
fancy.....	3,596	4d. per lb.
Spirits, whiskey, in bottle.....	48,119	14s. per proof gall.
Stationery—manufactured.....	27,862	25 p.c.
free.....	12,562	Free.
Stones, grind.....	981	Free.
Tinware.....	3,634	25 p.c.
Tweeds and cloths.....	63,800	15 p.c.
Twines and cords.....	3,863	2d. per lb.
Varnish.....	5,740	6d. per gall.
Vegetables, preserved.....	1,463	2d. per lb.
Wood—Boards.....	34,280	1s. 6d. per 100 sup. ft.
Deals and battens.....	60,178	2s. 6d. per load.
Laths.....	275	1s. per 1,000.
Palings.....	5,806	6d. per 100.
Skirtings.....	11	7s. per 100 lin. ft.
Spars and quartering.....	93,733	2s. 6d. per load.
Staves, in rough, number.....	3,643	Free.
Other.....	151,372	Free.
Woodware.....	18,942	25 p.c.
Woollen dress piece goods.....	93,591	10 p.c.
Woollen and flannel piece goods.....	41,828	15 p.c.

Of the total import trade, £5,960,886 is from the other colonies; £2,876,548 from the United Kingdom; £322,224 from Germany; £319,005 from the United States; £103,855 from India; £46,635 from Norway and Sweden; £31,644 from Belgium, and £32,839 from Canada. The imports from Canada were almost wholly of timber and lumber, largely used in building docks and in the mining districts.

THE OTHER COLONIES.

It was found impracticable within the time at my command to visit the remaining colonies—New Zealand, Tasmania and Western Australia. Tasmania has a population of 153,144.

Western Australia was only given representative government in 1890, and has a population of 58,674. Its trade is comparatively small.

NEW ZEALAND.

New Zealand has a population of 650,435. She exports largely of dairy products to the other colonies, and she is also a large exporter of frozen mutton to Great Britain, and produces a surplus of coarse grains. She sends a considerable quantity of bacon and hams over to the Australian continent, although not sufficient to meet the entire demand. The climate of the southernmost island is something like that of Canada, and the products are also similar.

Her trade for the past four years was as follows :—

	Imports.	Exports.
1890	£5,980,583	£9,569,316
1891	6,431,101	9,560,859
1892	6,742,544	9,490,920
1893	6,911,515	8,985,364

The principal countries with which this business was done, were, in 1893, with the amounts, as follows :—

	Imports From.	Exports to.
United Kingdom	£4,481,955	£7,036,515
Australia	1,371,842	1,260,661
United States	379,378	496,548
Fiji	143,315	54,725

Canada is set down as having exported to New Zealand £2,433, and imported from that colony, £108. The exports from Canada consisted almost wholly of agricultural implements.

In order that Canadian producers may know something of the consuming capacity of New Zealand, her imports for 1893, with the rates of duty, are appended :

Article.	Value.	Duty.
	£	
Agricultural implements	6,184	Free.
Apparel and slops	355,905	25 p.c.
Bags and sacks	881	20 p.c.
Beer—		
In bottles	55,986	½ per gall.
In bulk	1,197	½ per gall.
Boots and shoes	133,768	20 p.c.
do	7,645	Free.
Brassware	3,369	20 p.c.
Brushware and brooms—		
Brooms, house	2,198	20 p.c.
Brushes, toilet	1,393	20 p.c.
Other kinds	7,773	20 p.c.
Materials for	3,882	Free.
Candles	37,474	2d per lb.
Carpeting and druggeting	40,459	15 p.c.
Carriages and carts—		
Carriages	2,180	20 p.c.
Carts and wagons	562	20 p.c.
Perambulators	805	20 p.c.
Bicycles	4,515	20 p.c.
Materials for	24,781	Free.
Cement	41,838	2s per brl.
Cotton piece goods—		
Calicos, white and grey	150,256	Free.
Coloured cotton shirtings	54,750	Free.
Unenumerated	151,289	10 p.c.
Doors	66	2s each.
Drapery	275,082	20 p.c.

Article.	Value.	Duty.
	£	
Druggists' wares.....	33,644	15 p.c.
do.....	14,302	Free.
Earthenware.....	46,839	20 p.c.
Fancy goods.....	78,796	20 p.c.
Felt, sheathing.....	3,043	Free.
Fish—		
Dried, pickled and salted.....	1,838	10s per cwt.
Potted and preserved.....	22,337	2d per lb.
Flour.....	120	1s per cental.
Fruits—		
Bottled and preserved.....	3,990	20 p.c.
Dried.....	9,863	2d per lb.
Fresh.....	47,554	Free.
Furniture and upholstery.....	26,690	25 p.c.
do.....	3,799	Free.
Haberdashery.....	15,018	20 p.c.
do.....	44,962	Free.
Hardware and ironmongery.....	157,370	20 p.c.
do.....	4,278	15 p.c.
do.....	9,599	Free.
Axes and hatchets.....	9,025	Free.
Spades, shovels, &c.....	11,024	Free.
India-rubber goods.....	307	20 p.c.
do.....	3,680	Free.
Instruments, musical—		
Organs.....	3,285	20 p.c.
Pianos.....	43,669	20 p.c.
Unenumerated.....	9,684	15 p.c.
Jams, jellies and preserves.....	4,900	2d per lb.
Leather.....	68,638	1d to 6d per lb.
do manufactures of.....	8,513	20 p.c.
Machinery, agricultural.....	76,897	Free.
Machine, sewing.....	20,774	Free.
Malt.....	444	2s per bush.
Matches, wooden.....	1,822	Various.
Medicines, patent.....	38,144	20 p.c.
Milk, preserved.....	20,753	20 p.c.
Oil, kerosene.....	51,556	6d per gall.
linseed.....	20,104	6d per gall.
Paints in colours—		
Ground in oil.....	32,849	2s per cwt.
Ready for use.....	2,399	4s per cwt.
Unenumerated.....	5,958	Free.
Paper—		
Printing.....	67,037	Free.
Wrapping.....	2,576	4s per cwt.
do.....	6,965	5s per cwt.
Pickles.....	3,018	2s per doz.
Platedware.....	11,309	20 p.c.
Electroplated.....	8,026	20 p.c.
Pumps.....	1,521	20 p.c.
Saddlery and harness.....	3,814	15 p.c.
do.....	23,286	20 p.c.
Salt—		
Coarse.....	18,441	10s per ton.
Fine.....	13,559	10s per ton.
Seeds, grass and clover.....	84,325	Free.
Soap—		
Common.....	391	5s per cwt.
Fancy.....	10,156	25 p.c.
Spirits, whiskey.....	82,807	15s per gall.
Timber—		
Deals.....	342	2s per 100 ft.
Logs.....	3,321	Free.
Logs, hewn.....	13,991	Free.
Palings.....	828	2s per 100 ft.
Sawn, undressed.....	10,964	2s per 100 ft.
do dressed.....	414	4s per 100 ft.
Shafts, spokes, &c., rough.....	7,491	Free.
do do dressed.....	387	15 p.c.

Articles.	Value.	Rate of Duty.
	£	
Timber— <i>Con.</i>		
Shafts, and bent work	1,141	15 p.c.
Unenumerated	1,176	Free.
Tobacco—		
Cigars	23,290	7s per lb.
Manufactured	76,388	3s 6d per lb.
Cigarettes	19,186	7s per lb.
Varnish	13,967	1s 6d per lb.
Vegetables, preserved	316	20 p.c.
Woodenware	11,048	15 p.c.
Woollen piece goods	183,771	20 p.c.
do blankets	20,502	20 p.c.

On the 8th November I had the honour of an interview with the Governor of New Zealand, in Melbourne, and during the course of a long and pleasant conversation the objects of my visit to the colonies were fully explained to him. He evinced a deep interest in the matter, and assured me he would communicate the information to his Premier, the Hon. R. J. Seddon. I also exchanged a number of cablegrams with Hon. Mr. Seddon, and wrote him at considerable length, urging his co-operation and assistance.

FIJI ISLAND.

On the return voyage, the "Arawa" called at Suva, the capital of Fiji; but owing to the prevalence of measles in Sidney, *pratique* was refused by the health officer. Measles is as much dreaded in this colony as cholera in Europe, it having destroyed nearly one-third of the entire population in 1875, and is still the most feared of diseases. The vessel lay in the harbour during the entire afternoon, and communication was had by letter with His Excellency the Governor, Sir J. B. Thurston.

Shortly after our arrival the following letter was brought on board:—

GOVERNMENT HOUSE, FIJI, 24th November, 1893.

MY DEAR SIR,—It is a great disappointment to me that I am deprived of the pleasure of seeing you in consequence of the necessity of quarantine.

This necessity will, I apprehend, be over by the end of next month and may not recur for years.

It is nearly twenty years since we had a position like the present, and I think we may look forward to a long future immunity. I trust you received my note in reply to yours.

If upon your return to office you can cause such maps and reports of your Government to be sent to me, as may be useful, I shall be greatly obliged to you.

I am ready to light up the eastern approach to the group at any moment, but am anxious to confer, if possible, with the officer in command of the ship performing the new mail service.

A steam service between San Francisco to Sydney and Auckland was in existence during 1873-4-5-6, and made the colony the entrepôt. They entered and left by Nanuka passage in the north-east part of the group. We had a light then on the south end of the long reef on the north side of the passage at a place marked Nanuka Levu. I think the north-eastern islet in the group—Ngele Levu—a better spot.

I remember that, on returning from the north, the ship of the former service kept east of the Phoenix Group and then picked up Ninatu on Wallis Island. Both these places are high (1,500 feet.) From a position south of the former islands, or west of the latter to the passage, is only a few days' run.

I do not know the name of your Commander. Would you kindly say for me that I hope to have the pleasure of seeing him on his return. If we can represent ourselves next year at Ontario we will, and I may be able to go over the line before then personally. Pray command me if I can be of any use to you.

Very faithfully yours,

JOHN B. THURSTON.

To this a hurried note of reply was sent, but by the return mail I wrote to the Governor as follows:—

ON BOARD R. M. S. "ARAWA," 28th November, 1893.

Hon. Sir J. B. THURSTON,
Governor, etc.,
Suva, Fiji.

MY DEAR GOVERNOR,—Your note of the 24th inst. was handed to me on board the steamer while lying in quarantine. I need scarcely say that my disappointment at not seeing you was very great. I was in hopes that the ship's clean bill of health and our complete immunity from sickness after six days at sea, would have warranted you in relaxing the rigid quarantine being exercised, but when I consider the fearful havoc which measles created among your population some years ago, I cannot be surprised at the strictness of your regulations. In our northern clime measles is among the commonest of infantile diseases, and is rarely followed by serious results. I have no doubt the ignorance of the natives as to the proper treatment of the disease caused so many deaths. Let me hope that the fear now felt may be soon removed and communication with your colony from Sydney, by means of the Canadian-Australian service, become thoroughly established.

I shall, upon my return to Ottawa have much pleasure in sending to you such reports, maps and public documents as may afford you general information in relation to Canada.

I note what you say in reference to the lighting of the eastern approach to the group of islands through which it is necessary to sail in order to reach Suva. I laid your letter before Capt. Stuart, who commands the ss. "Arawa," and after giving the matter a good deal of study he has come to the conclusion that there should be a light on Mumbolithe reef. This, he says, might be a small and inexpensive light, or gas buoy, which would enable them to take the nearest route from Suva to the eastern passage. The entrance to the Nanuku passage from the north-east, he is of the opinion can best be made by placing a strong light on Weilangilala Island. This, it will be observed, on reference to the chart, would enable a vessel coming from the north-east to make that light some distance from the passage. Then the route from that light to Mumbolithe reef would be direct and easy to navigate.

Capt. Stuart took special note of your suggestion respecting a light on Ngele Levu.

He believes such a light would be of great benefit; but in that event a light would also be needed for safe navigation at the southern point of Nanuku Levu on the Island of Weilangilala. The latter he thinks preferable, and if it were a strong light would of itself answer all purposes.

This, however, is a matter which the captain will discuss with you in detail upon his return voyage, should he be fortunate enough to have the pleasure of meeting you.

The route which you indicate as travelled by yourself when coming from the north-east, was taken by the captain on his voyage to Honolulu, running closely to one of the islands in the Phoenix Group named, I believe, Sydney.

After giving the matter of trade connection between the Australian Colonies and Canada full consideration, I have reached the conclusion that the proper route to be taken by the steamer from Sydney to Vancouver is *via* Fiji and the Hawaiian Islands,

with a subsidiary line connecting New Zealand with the Canadian-Australian steamers at Suva. Looking at the distance to be travelled, it seems impracticable, unless with a greater number of steamers, to make New Zealand a port of call, or for the vessels to go as far north as Keppel Bay in Queensland. If the steamers were to go from Suva to New Zealand and thence to Sydney, it might deprive your colony of advantages to be had from a quick mail and trade connection with Australia. If you concur in this view, I trust you will take an early opportunity to impress it upon those interested.

In relation to the Pacific cable—respecting which I have already written to you—I may say that I look upon it as essential to the success of any trade connections that may be formed between the Colonies and Canada. You will excuse me if I point out to you the importance of strongly urging this view upon the British Government, showing to them that unless cable connection is established along the route already indicated, the commercial development of Fiji will be seriously retarded. It seems to me that with steamship and cable connection, the trade of your colony would be placed in a promising and prosperous position. For instance, so far as I can learn, the sugar producing capabilities of your islands are such as to justify the hope of a very large trade in the future; but, it must be remembered that as a rule the sugar refiners of Canada make their purchases after receiving cable offers as to price and facilities for shipment.

In discussing this matter with the sugar-refiners of Vancouver, they stated most emphatically that no additional trade in the raw product could be done with the Sandwich Islands, or any other portion of the world, without cable communication.

As you may be aware, there is no duty upon raw sugar brought into Canada which grades under 14, Dutch standard. This of itself affords an opening for the development of the sugar industry in your islands, if you had the means of communication to which I have referred.

It is unnecessary that I should enlarge upon this question at this time, as I am fully convinced you will appreciate the character and importance of what has been said. I have some hopes that the interview which Mr. Sanford Fleming has gone to have with the Imperial authorities upon the subject of the Pacific cable, may do some good.

While I am aware that it is their policy to give no direct subsidies for cables, assistance might be lent by them in sending out steamers for the purpose of making the necessary surveys and in laying the cable when arrangements for that work have been made. You will at once see the importance of making a favourable impression on the British authorities. The influence of the present combination is very strong, and, therefore, great efforts should be made to neutralize it.

You will pardon me if I point out that, in order to make the new Canadian Australian line a success, it should, for some years at least, be liberally supported by those countries whose trade it is proposed to develop; hence I venture the hope that your colony will render such aid as its finances will justify, in the way of a subsidy or in such other manner as, in your judgment, may be deemed best. This enterprise has a bright future, provided it is properly aided until trade and passenger traffic has so far developed as to render the line self-supporting.

Permit me to express the hope that, at the conference to be held in Canada for the consideration of trade relations and cable communication between Australia and the Dominion, you may be able to present, as I am quite sure your long residence in Fiji and your thorough knowledge of the requirements and capabilities of the colony would enable you to afford important information at that meeting.

Sincerely yours,

(Sgd.) M. BOWELL.

Since writing that letter further information led me to believe that a direct communication might be had with New Zealand, without adding in any great degree to the length of each voyage, and which, from a trade and mail standpoint, is of great importance to Canada and to that colony.

Fiji was formally ceded to Great Britain in September, 1874, and a year later the administration was assumed by Sir Arthur Gordon, the first Governor. Since that period the colony has, considering its isolated position and consequent limited intercourse with the rest of the world, made great progress. The group comprises about 200 islands, of which some eighty are inhabited.

Suva is about 1,800 miles from Sidney; 1,200 from Auckland, N.Z., and about 2,783 from Honolulu. The total area is 7,451 square miles. The country is well watered and rich in agricultural resources, with almost unlimited facilities for the growing of fruit and sugar. The population is made up as follows:—

Europeans	2,036
Halfe-casts.	1,076
Indians	7,468
Polynesians	2,267
Fijians	105,800
Rotumans	2,219
Others	314
Total	121,180

The natives have all embraced the outward observances of Christianity. There are over 900 churches on the islands and there is said to be no more law-abiding people in the world than these former savages.

The trade of Fiji for the last four years for which statistics were available was:—

	Imports.	Exports.	Total.
1888	£ 183,222	£ 376,978	£ 560,200
1889	189,393	364,282	553,675
1890	206,757	364,533	571,290
1891	253,049	474,334	727,383

The trade has been chiefly carried on through the Australian Colonies, steamship communication being almost wholly in that direction. The principal exports in 1891 were:—

Sugar	£327,526
Copra and cocoanuts	63,039
Cocoanuts, desiccated	2,360
Fruit, dried	72
Fruit, green	61,501
Cotton	4,858
Bech-de-mer	1,777
Maize	367
Molasses	1,047
Peanuts	5,611
Tobacco	1,082
Tea	129

The colony produces all the staple spices and medicinal barks indigenous to tropical climes, and it is claimed that the kidney cotton grown there commands a higher price in the London market than any other. This was confirmed by our own cotton

manufacturers in Canada, who tested the samples placed at their disposal, brought from that colony to Canada by me.

Coffee and tea are also produced of good quality, and the output might be largely increased. Of the high character of the Fiji pine-apples there can be no doubt. Not only was this fruit tested on shipboard, but cases were brought through to Winnipeg, Toronto, Belleville, Ottawa and Montreal. In all some fifty samples were distributed, and in every instance they were pronounced to be much superior to any others ever brought into Canada. They have a delicious flavour peculiar to the product of these islands, and it is certain a very large demand will be had for them in Canada when proper means have been provided for bringing them across the continent to the larger centres of consumption. There are also other tropical fruits from Fiji which will find acceptance in due time throughout this country. With the facilities now had for bringing Fijian products to this continent, means should be found for putting them within the reach of consumers.

Details of Fijian imports are not given in the authorized handbook; but some information is afforded in this regard by the list of average retail prices which prevail there:—

PRICES OF PROVISIONS.

	s.	d.
Flour, per 56 lbs.	8	0
Bread, per 2 lb. loaf.	0	4
Meat, per lb.	0	8
Butter, fresh, per lb.	1	9
" salt "	1	6
Cheese, per lb.	1	0
Milk, per quart.	0	4
Bacon, per lb.	1	1
Ham "	1	2
Eggs, per doz.	2	6
Potatoes, per cwt.	8 to 10	0
Rice "	28	0
" Coolie "	16	0
Tea, Fijian, per lb.	1	9
" imported "	2	0
Coffee, Fijian "	1	6
" imported "	1	6
Sugar per lb.	2d. to	0 3½
Tobacco, Fijian leaf, per lb.	1	6
" Fijian manufactured.	4	6
" imported.	6	6
Cigars, Fijian, per 100.	10	0
" imported.	12	and upwards
Soap, blue mottled, per cwt.	34	0
" yellow, per cwt.	25	0
Kerosene, per gal.	2	0
Salt, per cwt.	10	0
Spirits, draught per gal.	24	0
" per case.	52s. to	56 0
Beer, per doz. quarts.	12	6
Oatmeal per lb.	0	4½
Arrowroot "	0	6
Cornflour "	0	10

PRICES OF PROVISIONS—*Continued.*

	s.	d.
Preserved meats, per lb.	0	9
Salt beef, per 100 lbs.	25	0
Yams, per cwt.	5s. to	10 0
Kumalas "	3s. to	6 0
Onions, per lb.	3d. to	0 4

It is not known that they have any soft woods there, nor have they some other products which we have in abundance.

The three letters which follow show how thoroughly alive the business men of Fiji are to the opportunities afforded by the establishment of the Canadian-Australian line of steamers:—

SUVA CHAMBER OF COMMERCE, SUVA, FIJI, 24th November, 1893.

To JAMES HUDDART, Esq.,

Managing Owner of the Canadian Steamship Service,
and the Captain of the ss. "Arawa," Suva Harbour.

GENTLEMEN,—The arrival of your fine vessel, which connects our group of islands with the great Dominion of Canada and Australasia, is an event which has been for years one of the great hopes of the residents of this colony, and is now hailed by them with the utmost enthusiasm and I am instructed by my Chamber to bid you a hearty welcome to this port, and God-speed on your journey towards our brethren of the north.

We much regret that the necessities of strict quarantine will on this voyage prevent us from tendering our greeting and congratulations personally; and we must hope that the need for such isolation will soon cease to exist, so that the people of Australasia and Canada and others on board the vessels of the line may be afforded the opportunity of learning something of the great possibilities of this colony.

The columns of the local newspaper, *Fiji Times* of last Wednesday, will give you some idea of the nature of our present exports, and we hope soon to be able to add to them considerably with new ones of value which are being cultivated; and we feel sure that our connection with Canada will eventually result in ever increasing reciprocal trade to the advantage of both. The beginnings will, of course, be small, but to the far sighted originator of the service they will, no doubt, present themselves as promises of future interchanges of importance.

It is to be hoped that none of the Governments interested will fail to do their utmost to secure and further the objects for which your line was established; and I am to say on behalf of my Chamber, and the commercial men of the colony at large, that they will do all that is in their power to make these islands of the Pacific of some value as contributors to the success of the service, and the establishment of a steady stream of trade to the advantage of all concerned.

We shall be most happy to furnish inquirers with all information which may be desired in respect to Fiji, and shall regard it as at once a duty and a pleasure to make that full and reliable.

With every good wish for the prosperity of the service, and hope that the remainder of your voyage will be pleasant as well as rapid.

I am, gentlemen, for the Chamber,

Your obedient servant,

(Signed)

JAMES HARDING,
Secretary.

SUVA, FIJI, 20th November, 1893.

SIR,—Whilst it is a matter of great congratulation that it has now been definitely decided that the Canadian Australian steamers are to call at Fiji on their way to and from Sydney, it is to be regretted that the first steamer should call at Suva from Sydney, when the port is almost a closed one to steamers from the Australian Colonies, through the necessity of a strict quarantine being enforced by the government in the effort to save the country from being overrun by the prevailing epidemic of measles, this same disease having caused such dire havoc amongst the native population some nineteen years ago, when nearly forty thousand inhabitants succumbed to it.

We may point out, however, that only on one occasion during the last twelve years has quarantine had to be enforced here, and then only very temporarily. We may, therefore, confidently hope that as soon as this wave of measles has passed over the Australian Colonies (and it is reported to be now subsiding) we shall be free from the necessity of quarantining steamers for many years to come.

There exists no necessity for quarantine in respect of steamers on their return from Vancouver and you may therefore expect that they will receive pratique without delay.

By the kindness of His Excellency Sir John Bates Thurston, K.C.M.G., we are enabled to send you a parcel of "Handbooks of Fiji" which give very interesting particulars of this country and we shall be obliged if you will distribute the same on every possible occasion.

We shall be only too happy to give you any further information that may be required.

Trusting that this is the commencement of a long and successful mail service,

We remain your obedient servant,

(Signed) BROWN & JOSKE,
Agents for Canadian-Australian SS. Line.

The Captain of the
SS. "Arawa," Vancouver.

SUVA, FIJI, 23rd November, 1893.

Capt. STEWART, R.N.R.
SS. "Arawa."

DEAR SIR,—Owing to quarantine we regret that we cannot personally make your acquaintance, but trust on your return from Vancouver to have that pleasure.

We send in your care, for you to dispose of as you may think best, or for you to hand over to any agents you may appoint, a small shipment consisting of 100 bunches of bananas, 25 cases pine-apples, and 10 sacks of cocoanuts.

We shall be very much obliged if you will bring us back a report on your return of the condition the pineapples and bananas arrived in, and what sort of market they found, and what quantity could be disposed of monthly, in fact any information that would be useful to the planters and merchants here.

We also send two samples of desiccated cocoanut. The price here is 4d. per lb. f. o. b. Suva, cash against B. f. h., the granulated cocoanut, and 4½d. per lb. for chips and strips. The chips and strips are packed in the lined cases from 70 to 90 lbs. each, and the granulated cocoanut in cases of two tins in each, containing 60 lbs. in each tin. We send also a sample of Fiji Kidney cotton, price 6d. per lb. f. o. b. Suva, cash in Suva. This is baled in bales of about 460 lbs. each. Kindly give the samples to some reliable agent and we shall be happy to give any further information required.

We send you some ripe pineapples.

Apologizing for giving you all this trouble which is caused by the quarantine, we remain,

Yours faithfully,

(Signed) BROWN & JOSKE.

GENERAL REVIEW.

Statistics show that Australasia viewed as one country, and considering its population, has a larger foreign trade than any other British possession. Eliminating the inter-colonial exchange, the outside trade for the last four decennial years for which complete figures are available, was as follows:—

	Total trade.	Value per inhabitant.
	£	£ s. d.
1861.....	35,061,282	28 3 10
1871.....	39,729,016	20 10 10
1881.....	64,554,678	23 6 3
1891.....	84,651,488	22 0 6

Taking the year 1891 as an example of the division of this trade, the figures are:—

	Imports.	Exports.	Total.
	£	£	£
United Kingdom.....	30,823,474	32,638,841	63,462,315
British possessions.....	3,094,417	2,231,608	5,326,025
Foreign countries.....	7,490,424	8,372,724	15,863,148
Total.....	41,408,315	43,243,173	84,651,488

The foreign countries interested were chiefly the United States, France, Germany and Belgium.

It is advisable in this connection to observe the trade of the United States with Australasia, and for this purpose the gross trade for the past five years may first be taken:—

	Imports.	Exports.
	£	£
1889.....	5,998,211	12,252,147
1890.....	4,277,676	11,168,081
1891.....	6,239,021	12,891,679
1892.....	8,492,306	11,246,474
1893.....	7,266,808	7,818,130

These imports were divided as follows :—

	1891.	1892.	1893.
	\$	\$	\$
Agricultural implements.....	412,316	323,936	294,429
Books, maps, engravings, &c.....	107,884	85,095	63,987
Breadstuffs—			
Barley.....		3,100	65
Wheat.....		13,720	2,100
Wheat flour.....	3,499	11,559	4,712
All other.....	67,402	66,554	37,988
Carriages, horse and railway cars.....	540,409	497,008	256,479
Casings for sausages.....	98,409	71,671	95,020
Chemicals, dyes and medicines.....	425,643	367,824	294,534
Clocks, watches and parts of.....	188,964	206,447	85,369
Cotton, manufactures of.....	82,078	132,199	80,629
Fish—			
Canned salmon.....	140,855	152,979	170,428
All other.....	94,193	100,529	74,426
Fruits, including nuts.....	80,530	226,438	117,548
Glass and glassware.....	90,654	124,718	67,886
Gunpowder and other explosives.....	30,020	70,875	51,804
India-rubber, manufactures of.....	44,611	54,596	34,236
Iron and steel, manufactures of—			
Machinery.....	532,877	466,193	280,551
Saws and tools.....	365,444	451,635	258,056
Sewing machines and parts.....	268,578	366,058	73,174
Wire.....	82,345	87,918	47,443
All other.....	1,393,769	898,357	640,960
Lamps, chandeliers, &c.....	84,194	108,293	106,695
Leather and manufactures of.....	447,722	312,663	208,260
Malt liquors, in bottles.....	16,752	14,393	3,579
Marble and stone, manufactures of—			
Roofing slate.....	74,408	47,089	30,362
All other.....	27,230	25,437	37,233
Musical instruments.....	75,538	80,712	36,973
Naval stores—			
Rosin.....	71,359	70,682	38,849
Spirits of turpentine.....	151,613	147,592	73,568
Oils—			
Animal.....	40,837	31,458	16,785
Mineral, refined.....	1,260,550	1,141,456	1,058,586
Paper and manufactures of.....	264,149	300,615	353,280
Plated ware.....	46,731	52,430	24,406
Provisions, including dairy products—			
Canned beef.....	60,548	78,937	65,888
All other.....	28,155	19,186	36,062
Stationery, except of paper.....	45,516	45,470	34,152
Tin, manufactures of.....	18,266	19,691	11,797
Tobacco—			
Unmanufactured.....	243,388	315,023	225,613
Manufactures of.....	1,668,039	1,232,513	1,075,881
Wood and manufactures of—			
Boards, deals and planks.....	1,123,066	786,754	366,139
Timber, sawed.....	206,754	161,722	31,437
Other lumber and timber.....	84,389	73,820	37,732
Manufactures of wood.....	615,729	699,876	230,940
All other articles.....	1,182,781	1,701,253	631,909
Total.....	12,891,679	11,246,474	7,818,130

Among the unenumerated articles, it is learned from other records, were such things as canned fruits and vegetables, soaps, varnish, brooms and brushes, cordage, lime and cement, hams and bacon; and manufactured products in which Canada has an interest.

The imports of the United States from Australasia were large, in volume, but covered comparatively few items. The figures for the last three years were :—

Free of Duty.	1891.	1892.	1893.
	\$	\$	\$
Chemicals, dyes, gums.....	1,331,937	1,309,919	1,755,501
Hides and skins.....	811,081	1,533,737	1,092,622
Textile grasses, etc.....	628,845	653,213	785,615
Tin, in bars, blocks or pigs.....	746,632	614,241	832,095
All other free articles.....	198,567	330,386	387,932
Total.....	3,717,062	4,441,496	4,853,765
Dutiable.			
Coal, bituminous.....	575,390	954,726	711,536
Sisal grass, etc.....	^a 132,270		
Wool, unmanufactured.....	1,614,131	3,029,030	1,681,811
All other dutiable.....	200,168	67,054	19,696
Total dutiable.....	2,521,959	4,050,810	2,413,043

a. Free of duty after October 5th, 1890.

Canada imports all the above mentioned articles in considerable quantities every year, and has for several years embraced the leading item—fine wools—in her free list.

A glance at the different articles exported from the United States and Europe to Australia, will show in what particular Canada can compete in the Australian markets. That a large and profitable trade will spring up between the two countries, if proper enterprise be shown by those interested, there can be no doubt. In order the better to accomplish this it is necessary that a thorough business man who understands the trade of Canada should be stationed in Australia, as an agent of Canada to whom all communications could be sent by those desirous of opening up trade with that country, or of learning its market's requirements.

The value of the exports of Canada to Australia during the past ten years has been as follows :—

1884.....	\$ 502,181
1885.....	415,817
1886.....	259,960
1887.....	269,471
1888.....	446,019
1889.....	661,208
1890.....	471,028
1891.....	589,100
1892.....	436,603
1893.....	288,352

Although there has been a fair volume of trade, it has been fluctuating. This is not surprising when it is realized that nearly all, if not all, of this trade has been carried on by sailing vessels. The articles exported have been chiefly lumber and fish, and inasmuch as Australia has neither soft woods nor high class fish, and imports very largely of both,—it is reasonable to expect that Canada can materially increase her export trade in this regard, now that direct and regular communication is established. ✓ The fish heretofore sent have been canned or salted ; whereas now, by the aid of cold

storage, fresh salmon and other fish, and perishable articles generally, may be sent from the Pacific coast and laid down in excellent condition in the centres of consumption in Australia. In short, what has been a spasmodic trade, carried on under unfavourable circumstances, may now become a steady and growing business.

On our part we have for a number of years past bought large quantities of Australian wool. The official figures of our total imports of wool in 1893 are given as follows:—

	Lbs.	Value.
Great Britain	3,021,673	\$ 571,869
Australasia.....	1,333,519	199,740
British Africa.....	1,509,518	189,687
Newfoundland.....	215	53
France.....	511,845	117,493
Italy.....	12,399	2,214
United States.....	4,114,476	570,384
Total.....	<u>10,503,645</u>	<u>\$1,651,440</u>

It is quite certain that more than the quantity of Australian wool shown in this table was consumed in Canada last year. It is known that very little of the wool credited to Great Britain was the product of that country, and that the same is true of the importations from the United States. It is safe to assume that nearly all of the 7,136,149 lbs. shown to have come from Great Britain and the United States was produced in South Africa and Australia. Purchases were simply made in London and Liverpool, or New York and Boston. This being true, our actual imports from Australia have exceeded our exports to that country; so that the balance of trade has been against us. We are buying more than we are selling in that market, although the indirect manner in which the business has been carried on in the past has prevented proper credit being given in the official trade figures of either Australia or Canada. To some extent this will probably continue to be so for some years to come, even with the direct communication now had by steamers, because the wool business is carried on in certain recognized channels from which departures cannot be soon expected.

In 1893 Canada imported 1,145,718 lbs. of gums of all sorts, valued at \$181,741, chiefly from the United States. A considerable portion of these were no doubt Australian gums, first imported into the United States and then re-sold to Canadian buyers. The American trade returns show large importations of Australian gums, and it is known that the class of gums included in the Canadian purchases is not produced by our neighbours. There being a steady demand in Canada for gums, the trade may be guided into the new direct channel.

Frozen mutton ranks next to wool and gold among the exports of Australia. This industry which was only begun by New Zealand in 1882, has now reached enormous proportions and is shared in by nearly all the colonies. The exports for 1891, the last year for which complete figures are available, were as follows:—

	Cwt.
New South Wales.....	106,810
Victoria.....	110
Queensland.....	106,367
South Australia.....	940
New Zealand.....	998,277
Total.....	<u>1,212,444</u>

The annual surplus of sheep in the above colonies reaches 4,500,000 and the exportation of frozen mutton has to some extent solved the problem of disposal. The number of sheep in the colonies in the year just referred to was :—

New South Wales.....	61,831,416
Victoria.....	12,928,148
Queensland.....	20,289,633
South Australia.....	7,745,541
Western Australia.....	1,962,212
Tasmania.....	1,662,801
New Zealand.....	18,128,186
Total.....	<u>124,547,936</u>

As the price of wool has declined to a low point within the past decade there is no longer the same stimulation to multiply the flocks that was felt in former years.

All the colonies but New Zealand are importers of hog products, particularly of bacon and hams. There is always a demand for the high class article, and it is fortunate that Canada not only produces the finest bacon and hams in the world, but the new Canadian-Australian line of steamers affords the means of delivering such products in the Australian market in the best possible condition. In 1891 the imports of bacon and ham are given as follows :—

New South Wales.....	£40,571
Victoria.....	3,588
Queensland.....	15,034
South Australia.....	695
Western Australia.....	7,097
Tasmania.....	2,042
Total.....	<u>£69,027</u>

Any trade which Canada might build up in hog products would only be by sending the very finest qualities. Fine bacon is now brought to the colonies from England and commands a high price, and it is not probable that the commoner grades could be sold there at a profit. New Zealand's surplus meets much of the general demand.

The importations of tin into Canada last year, with the countries of origin, were as follows :—

Great Britain.....	\$183,050
Australia.....	15,196
United States.....	119,825
Total.....	<u>\$318,071</u>

Nearly all the Australasian colonies are producers of tin for export, and it may be that a large proportion of our annual importations of this metal will hereafter come from that quarter. The tin deposits of Australia are rich and practically unlimited. Last year the United States imported \$832,095 worth of tin, in blocks and pigs, from that country, and it is highly probable that most of the importation credited to our neighbours came originally from the Antipodes.

There is ample room for an exchange of green fruit between Canada and the Australian colonies. Their summer being our winter, we may take from them their tropical fruits and during the proper season send in return some of our hardy, long-keeping and highly flavoured fruits. Last year Canada imported \$555,363 worth of oranges and lemons, and these two fruits grow in great abundance, and of the highest quality, in nearly all the colonies. The oranges sent to Canada by the first steamer from Sydney were inferior and far from representative of the fruit available for export in the months of May, June, July, August and September. These are the months when the demand is greatest here, and it is the time when the fruit can be had at the lowest prices in Australia. Shipments of lemons made from Sydney to Vancouver as late as November of last year, gave the fullest satisfaction. In the months of December, January and February apples may be sold in the central markets of Australia at fair prices; inquiries when in Sydney established this fact. The supply for a part of the year comes from Tasmania, the southernmost colony, and the only one which produces apples for export; and at other seasons of the year from California. The growing of raisins, figs, apricots, olives and other semi-tropical fruits for export is a promising industry in several of the colonies.

It may be well here to draw attention to the idea which has in the past prevailed, and to a certain extent prevails at present with respect to trade possibilities between Canada and Australia. It seems to have been assumed that Canada could send certain articles, such as lumber and fish, to the Australasian Colonies; but that there was little we could buy in return. An examination of the facts show that already we purchase in the markets considerably more than we sell there. Our trade returns for the last year show direct importations to the extent of \$216,329 made up of three items:—wool, \$199,740; tin, \$15,196; and fruits, \$1,393. These were, however, far from being the full extent of our purchases of Australian products. A calculation based on specific inquiries, warrants the statement that the indirect importations of Australian wool in 1893, reached \$624,699, making with the direct purchases, a total for wool of \$824,439. *wool*

My information is that apart from the Cape wool, more than three-fourths of all the remainder come from Australia; but, to be entirely on the safe side, a little less than half of the remainder is credited to Australia. The lack of direct communication has led Canadian manufacturers to purchase Australian wool in the United States and Great Britain, rather than make direct importations.

Canada imported \$181,741 worth of gums last year, of which it may be safely assumed that not less than \$30,000 worth came from Australasia. So that the actual importations from Australasia last year may be summarized as follows:—

Wool	\$824,439
Tin	15,196
Fruits	1,393
Gums	30,000
Miscellaneous	10,000
Total	<u>\$881,028</u>

These figures may be accepted as well within the mark, and against them we had exports from Canada to Australia last year amounting to \$288,352. The highest point

reached was in 1889, when the volume of exports was \$661,208. The trade, however, has always fluctuated owing to the conditions under which it has been carried on. The point which it is important to remember is, that we shall need to increase our exports considerably before we shall have equalized the trade, assuming of course, that our importations are maintained.

Since my return many inquiries have come to me from Canadian manufacturers and producers, for information respecting the Australian market. As far as possible these requests have been met. The spirit of interest thus displayed augurs well for the future of Canadian trade in the Australasian Colonies.

It should also be explained that before leaving Canada for Australia, many of our manufacturers sent me price lists and samples of their products. The best possible use was made of this information, and as a result numerous agencies have been established in the colonies for the sale of Canadian goods. It has also been learned that sales have already been made in a number of instances and business opened up.

As an illustration of what may be done in these markets the experience of one firm will show : A representative of that firm was sent to Australia five years ago. He took with him some five self-binders and offered them for sale, but was told they could not be sold in competition with English and United States manufactures. They were, notwithstanding this rebuff, placed on the market and disposed of at fair prices. The following year twenty-five similar machines were sold, and in each succeeding year the sales were increased, until the shipments in 1893 were as follows:—Self-binders, 875; cultivators and seeders, 870; mowers, 200; rakes, 48; ploughs, 38; reapers, 32; harrows, 7; hay tedders and drills, 1—making a total of 2,072 machines, to which might be added 1,551 attachments. What was accomplished by enterprise and perseverance in that case, in the face of discouraging obstacles, may be done by Canadian manufacturers in other lines of trade.

Too much importance cannot be attached to the matter of studying the peculiar needs of the Australasian markets. If our manufacturers are to establish permanent and profitable connections there, they must exercise the greatest care in meeting the demands and tastes of the Australasian consumers. It will not do to send goods there in a hap-hazard way. It must be learned what prejudices or preferences exist in respect of any particular article. It may also be accepted as a safe business axiom that in the long run superior quality is the only means to success. A cautious and well advised start having been made, the rest may be left to the teaching of experience.

Before closing this report, I desire to record my sincere appreciation of the valuable assistance afforded me by the Governors, the Premiers, members of Parliament and prominent business men of all the colonies visited. To the representative of Canada not only was every facility given for the accomplishment of his mission, but the greatest hospitality was extended at every point.

The following clippings may serve to show how the mission was regarded by the press of Australia:—

(“*The Sydney Morning Herald*,” 20th November, 1893.)

The pleasant “sending-off” given to the Canadian Minister of Trade and Commerce on Saturday is the close of an interesting mission. The close of the mission so far as the visit to Australia is concerned, it is but the beginning, we confidently hope of a

new page in the history of relations between these colonies and British North America. In several ways Mr. Bowell's coming has been useful. It has not only given us a more vivid and a personal interest in Canada, and taught us practically how really desirous the people of that country are to form closer bonds of brotherhood and commercial interchange with us, but the Canadian Minister has furnished a telling object lesson to us on the benefits and possibilities of federation. Mr. Bowell has been surprised and puzzled to find everybody everywhere in favour of federation of the colonies, and still we have not federation. It sometimes seems a puzzle to ourselves, only that we can see from time to time the various little rocks and stumbling blocks that rise up here and there, and temporarily cause a diversion from the track. But we know as truly as the Canadian Minister has found that we are bound for federation. Our visitor exhibited some political shrewdness when he said that perhaps the blocking of federation had come of each one of us being afraid of one man taking the lead and obtaining more kudos than the others. If he has not made a bull's-eye, he has made a good shot at the truth. But Mr. Bowell has dropped on us at a stage when the personal element is fast disappearing from the question, and when, as we believe, nothing but technical steps necessary remain to be taken to give realization to the universal wish. There is no doubt that an encouraging stimulus has been administered in this direction by the presence and words of the Minister from the federated Dominion of Canada, hardly less to be appreciated than the encouragement which has been given by him to the opening up of business relations between the two greatest sections of the British Colonial Empire. We have had a period, extending over several years now in the Australias, of regulation and control by "conference." The effect has been in the highest degree efficacious in breaking down the differences, or imagined differences, among the colonies. Now the system has been extended to Canada; and whether this first conference, as proposed, is held in Ottawa or Sydney, we may see in it the harbinger of a system that will ultimately work wonders in the relations between Canada and Australia.

(*"Morning Herald," Newcastle, N.S.W., Tuesday, 17th Oct., 1893.*)

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The presence here of the Minister of Trade and Commerce for the Dominion is significant of the fact that there is a hearty desire on the part of those who live on the other side of the water to ascertain if Canada and Australia cannot profit by each other's industries. The two countries are so varied in their resources that it may take some time to ascertain what trade can be carried on to mutual advantage. Without entering into particulars regarding this question, it is apparently self-evident that the line of steamers between Australia and Vancouver is bound to be the pioneer one on a great trade and passenger route. Circumstances which have arisen in parts of the world far distant from Australia have co-operated so as to make the final success of that line almost a certainty. The needs of Europe and America have worked together to bring the Atlantic lines of steamers to their present remarkably high standard of excellence. The growing requirements of the Canadian Dominion, combined with the necessities of the Empire, led to the construction of that great project the Canadian Pacific Railway, and later on to the establishment of the splendid lines of steamers which run across the North Pacific from Vancouver to Yokohama. It was inevitable that those interested in such enormous undertakings should bridge over the gulf which lay between the Pacific shore of the Dominion and Australasia; and for some time past that enterprise has been an accomplished fact.

(*"The Brisbane (Queensland) Courier," Friday, 20th October, 1893.*)

The cordial welcome extended to the Canadian representatives by the Government of Queensland will be backed by the hearty approval of the people of the colony. Mr. Mackenzie Bowell is a public man of distinction in the great country whose representative he is. Not only does he bear the responsibilities of a Minister of the Crown, but

he is the senior member of a Ministry which has enjoyed a fifteen years' lease of power, and which still retains the confidence of an overwhelming majority of five millions English-speaking people engaged in the characteristically Anglo-Saxon—or perhaps more accurately the Anglo-Celtic—work of reclaiming the trackless wilderness of North America. But Mr. Bowell does not come alone. Himself on a semi-official visit for patriotic objects, he is accompanied by a veteran railway engineer of world-wide reputation, and who wears the laurels deservedly won by a professional man who has superintended the carrying out of one of the greatest works of modern times—the Canadian Pacific Railway. Mr. Sandford Fleming has reached an advanced age, but he is still imbued with the spirit of the victorious warrior, and would like to add to his achievements the promotion of an ocean cable uniting Australia with the Pacific slope of the Canadian Dominion, and binding these two great provinces of the British Empire with the mutually advantageous bonds of reciprocal trade. For whatever the benefit to be derived from a steamship service such as that which Mr. James Huddart has so pluckily started, that benefit will be insignificant by comparison with the advantage that would accrue from direct cable communication between the two countries.

(*"The Express and Telegraph"* (Perth, S.A.) Friday, 3rd November, 1893.)

Considered in the abstract the subject of Mr. Bowell's address before the Chamber of Commerce, yesterday, was worthy of a much larger audience than that before which it was delivered. Of course that is not its only aspect, and business people have a habit of dealing with things in their concrete form which to some extent accounts for the limited attendance. Reciprocal trade relations between Canada and an expanding commerce between that country and Australia are attractive ideas, but the trouble is in reducing them to practice. So far as sentiment is concerned we are ready and willing to clasp hands with our kindred across the sea. Any appeal to national feelings and patriotic pride usually elicits a prompt and cordial response in these colonies. Beyond that, however, practical men find it difficult to clearly see their way very far. It is probably true that if a trade were worked up between Australia and Canada there would be general advantage. The benefit derived by any individual colony would be felt in some degree by all. At the same time it cannot be denied that our proportion is not likely to be very large for a long time to come by reason of our geographical situation.

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With regard to telegraphic communication local conditions necessarily present themselves. The scheme presented by Mr. Sandford Fleming which has already appeared in our columns, and which he so lucidly explained, has features that may very naturally commend it to the favourable notice of the Canadian and Imperial Governments. But on our part we cannot overlook the fact that one of its foundation stones, so to speak, is the reduction of our transcontinental business by one-half. Just so far as it fails to do this the scheme of a Pacific cable will suffer financially, and if it cuts our receipts in a higher proportion we shall lose the more. Such being the case it can hardly be expected that we shall grow very enthusiastic over the matter. While we are not so narrow and provincial in our notions as to seek to block the way of the undertaking, we should fail in our duty if we were not anxious for our interests to be safeguarded before it is entered upon.

(*"The Argus," Melbourne, Vict., 11th October, 1893.*)

There are many reasons arising from self-interest why Australians should welcome the Canadian Minister-delegate, Mr. Mackenzie Bowell, who has just landed in Sydney, and if there were none of that character he would still be welcome. He personifies a sentiment—the feeling of kinship which holds together the many scattered branches of the British family—and if he brought nothing with him and sought nothing it would

be flattering to ourselves to receive him as a representative of Canada. His mission is to invite the consideration of means to an understanding under which Canadian and Australian products may be exchanged, and on our part we ought to be glad to make terms which will give us practically the command of the Canadian market in certain lines of produce. We shall, of course, have to concede similar terms to Canada, but even putting the matter on low ground there does not appear any need to fear that local interests will be injured. The exchange we anticipate would be in articles and lines of trade peculiar to each country which the other has need of; each would obtain an outlet for its surplus products.

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Mr. Patterson will find Mr. Mackenzie Bowell in unison with him on the important question of the future Pacific cable.

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Canada, it may be inferred from the delegate's remarks, is willing to subsidize a service wholly British in character, and though it must be confessed that for a long time to come the traffic on a Pacific cable will not be very large, it is still important that the propriety of laying the line should receive early consideration. One thing is certain, and that is that once reciprocity of trade is established between Australia and Canada the need for a cable will become stronger every year.

(*"The Argus," Thursday, 2nd November, 1893.*)

Mr. Mackenzie Bowell will not be able to show any scalps of Australian Premiers to the Indians of Canada as he passes them on the train journey from Vancouver. All he will be equal to will be to promise that in a few months' time some Australian representatives will follow him over the same line to see what sort of a place Canada really is, what it has to produce that Australia can buy, what it can take of Australian products, and, generally, if its public men are as sincere in desiring union with Australia as they profess. Probably Mr. Bowell will be satisfied with having done so much. "Things might have been worse," he may say to himself. But for our part we must confess to disappointment that he has not been able to take away something more tangible than a promise to send delegates to a conference next year. So far as Victoria is concerned it would have been a good thing if the Canadian representative had been assured, for instance, that we would at once become contributors to the Huddart service between Vancouver and Sydney as an earnest of our desire for wider trade, and especially trade with our British neighbour—the Canadian Dominion.

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A commercial treaty would have been a comparatively easy matter once the subsidy was placed beyond question. But the position is that before venturing upon the expenditure of a few thousands of pounds yearly, the Government will first send delegates to Canada to see if there is the promise of substantial trade.

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On the Pacific cable question, Mr. Mackenzie Bowell will be able to speak of at least something achieved when he returns. He found the principal colonies apparently bent upon different schemes for telegraphic connection with Canada, but he leaves them all looking the one way. The Governments which entered into agreements calculated to give the impression that they were pledged to a French cable now aver themselves eager for one that will be British.

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The future connection will, it is promised, be under British control, for which again credit must to a large extent be given to Mr. Patterson.

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The point has to be discussed as to whether the cable should be owned by the Governments interested or by a subsidised company, and Mr. Sandford Fleming has yet to prove his case that it would be better to have state ownership.

(*"The Sydney Morning Herald," 9th October, 1893.*)

The official visit to Australia of a Canadian Minister of the Crown of the eminence of the Hon. Mackenzie Bowell marks the importance attaching in the mind of British America to the cultivation of commercial and generally friendly relations with Australia. Our distinguished visitor is conscious of the difficulties in his way in being confronted by seven distinct Governments, each with its separate interests and ways of thinking, coming as he does from a country that can speak with one voice and negotiate as for one common interest. He has faith that, notwithstanding this somewhat untoward circumstance, he may have a considerable measure of success; and we feel that we express the mind of all Australasia—divided though we are—in hoping that he may have the utmost success in his mission. He will find a cordial desire everywhere to extend our trade in any direction in which an opening may be found, and a particular leaning in the direction of those who are not only our kith and kin, but our fellow-subjects under the grand old flag on the other side of the Pacific.

(*"The Telegraph," Brisbane, Queensland, 19th October, 1893.*)

Our distinguished visitor is Minister for Trade and Commerce in the Dominion of Canada. Queensland gives him a welcome due to himself, his office, and his country. The object of his visit is to see the large neighbourhood of Australia, between which and Canada recent communication by the Messrs. Huddart, Parker's line of steamers has been made, and towards which the first section of a Pacific cable has been laid; two facts which suggest that commerce between two countries may be opened up to the benefit of both. We ought to know, and do know what the products of each country are in themselves, and which of those products are likely, if facilities are afforded, to be interchanged. It is to these latter that most attention will be turned. In regard to them the object of our visitor is to ascertain if they can be multiplied, improved, and balanced in bulk and value, sufficiently to maintain a good Australian-Canadian trade.

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We know that we can supply commodities to Canada which she needs, but which she now obtains elsewhere. She believes that she can supply us with commodities which we need and now obtain elsewhere. If we mutually interchange, can we do it on terms that will reduce costs to both and set up a remunerative trade between the two countries? There is no place for sentiment in forming a compact like this; only solid commercial fact will form a stable foundation for it.

(*"The Age," Melbourne, Monday, 15th November, 1893.*)

The establishment of direct trade relations between Australia and Canada is no doubt desirable. The only question is whether the present movement is not premature. In all such matters the merchant must precede the politician, who can, after all, only remove impediments to the extension of commercial intercourse, and can never galvanize commerce into life.

The spirited enterprise of Messrs. Huddart, Parker and Co. will be watched with great interest, since upon its success or otherwise will largely depend the question whether or not an Australia-Canadian trade can be built up during the present generation. On the first blush it appears as if the two countries were designed to supply each other's wants in various branches of industry. In the matter of cereals each country is not only independent of imports, but both are competitors in the great English market. But there are numerous other articles in each country which are not produced in the other, and there is no reason why there should not be an interchange of such commodities. We want Canadian timber, and, to some extent Canadian fish, whereas Australian wine, fruit and other products of a climate warmer than that of Canada should be welcome to our cousins beyond the Pacific.

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The proposal of Mr. Mackenzie Bowell for a conference of Australasian representatives in Canada was one which deserved the favour which has been bestowed upon it by the Government. Mr. Bowell has shown that he was eminently qualified for the mission intrusted to him by his Government, and he will return to his own colony with a thorough knowledge of the circumstances and capacities of Australasia, so that he will be able to temper any extravagant expectations which his countrymen may be inclined to entertain as to the immediate rise of a great trade between Australia and Canada. He cannot fail to have observed, moreover, that Australia is heavily handicapped in any negotiations with outside communities by the absence of any common authority.

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Another question which will inevitably engage the attention of the proposed Conference is cable communication. The present position of affairs is unsatisfactory in the extreme, an alternative line being urgently demanded in the interests of commerce. Apart from that, in the unsettled condition of European affairs, it is obviously desirable that these colonies should be connected with the mother country by a cable, the land portion of which would pass through British territory exclusively. The recent attempt of the French to get the through Pacific cable under their control, by making the line between Queensland and New Caledonia a first instalment of the route, has apparently startled the Imperial Government out of its habitual apathy, and it is not unlikely that if the matter be pressed now a share in the responsibility of making a direct line *via* Canada would be accepted by the Imperial authorities in view of the national importance of the undertaking. If, as is supposed, the Suez Canal would cease to be available for the conveyance of troops and stores in the event of war, the Canadian route to the East could hardly fail to be availed of, and the importance of telegraphic communication which would at no point be under foreign control cannot be overrated. There is work enough for the Canadian Conference to do, and we can only hope that the members will approach the questions to be submitted to them in a broad spirit of patriotism, guided by the dictates of common sense.

(*"The Evening News," of Sydney, S.N.W., Monday, 20th November, 1893.*)

The Hon. Mackenzie Bowell, Minister of Trade and Commerce of the Dominion of Canada, left Sydney on Saturday, on his way to his own country, after one of the most successful visits here ever paid by any "distinguished stranger."

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With Canadian protection Australians have no concern; they have enough to do to manage their own affairs. For this reason Mr. Bowell's defence of the tariff system that he administers may be left uncriticised. It is sufficient for people here to know that Canada has a free list that might possibly be enlarged by negotiation to Australia's favour; that Australia produces many things which Canada does not; and that the difference in the seasons would enable many Australian products to arrive in Canada at exactly the time when supplies from any part of the northern hemisphere are most scarce. The mutual advantages which this state of things affords opportunity for securing should render an agreement certain. * * * An agreement between Canada and Australia need not interfere with Canadian trade with the mother country, or any of its dependencies. As for the advantages to Australia itself, Canada as a trade ally has this superior recommendation over the United States, that Canada is destitute of all the peculiar products of tropical and sub-tropical lands, as sugar and the more delicate fruits, whereas the United States in their southern region produce all these things in abundance.

THE PROPOSED CONFERENCE.

The proposition for a conference with delegates from the seven Australasian Colonies arose primarily out of the impossibility of my visiting and holding interviews with the Premiers of the different Colonies, within the time at my disposal. New Zealand was five days' journey by sea from Sydney, Tasmania two, and Western Australia, six. The four principal colonies on the main land had been visited and it would have implied a sojourn abroad for five or six weeks longer if the three other colonies were to be seen. This fact was realized soon after my arrival at Sydney and suggestions were made to have a conference at some central point in Australia before my departure. It was found, however, that at least four of the legislatures were in session, and that a meeting of delegates could not be arranged in time. After consultation with the Premiers of New South Wales, Victoria, Queensland and South Australia, respectively, it was deemed advisable that all the colonies should send delegates to Canada for the purpose of a conference upon matters of joint interest. The two chief subjects were understood to be: 1st. Closer trade relations between Canada and the Australasian Colonies; and 2nd. The laying of a Pacific cable of an exclusively British character.

There was, however, another matter which called for prompt and decisive action at the hands of all these British colonies, standing as it did, directly in the way of reciprocal trade arrangements between Canada and Australasia. In the Constitution Act of each of the Australasian Colonies there is a clause distinctly forbidding the enactment of tariff legislation which should give preferential treatment to any particular country, although exceptional power had been given permitting these colonies to discriminate against each other. Taking Queensland as an example, clause 32 of the Constitution Act reads as follows:—

“Subject to the provisions of this Act and notwithstanding any Act or Acts of the Imperial Parliament now in force to the contrary it shall be lawful for the Legislature of the colony to impose and levy such duties of Customs as to them may seem fit in the importation into the colony of any goods, wares and merchandise whatsoever whether the produce of or exported from the United Kingdom or any of the colonies or dependencies of the United Kingdom or any foreign country.”

“Provided always that no new duty shall be so imposed upon the importation into the said colony of any article the produce or manufacture of or imported from any particular country or place which shall not be equally imposed on the importation into the said colony of the like article the produce or manufacture of or exported from all other countries and places whatsoever.”

An amendment subsequently allowed by the Imperial Parliament, permitted the intercolonial discrimination to which reference has been made. Here then was a barrier to reciprocity, and all the colonies, I was given to understand, earnestly desired such an amendment to their constitution as would free them from this restrictive and objectionable provision.

This was a matter which could be most appropriately dealt with at a conference of the character indicated.

With respect to the cable, it was absolutely necessary that the scheme should be most carefully considered by all the parties concerned. In fact, no definite action could be taken until such consideration had been given and at least a provisional agreement arrived at.

The view taken by the Government of Victoria, of the proposition for a conference in Canada, may be learned from the following clause in the speech from the Throne read by Lord Hopetoun, Governor, at the prorogation of the Parliament of that colony in November last :—

“ The visit to Australia of the Hon. Mackenzie Bowell, the Canadian Minister of Trade and Commerce, as a delegate from the Dominion Government, is an event of interest. It illustrates the unity under the Crown of the numerous distinct Governments which constitute the British Empire; and the purpose of the visit, which is to establish trade relations between Canada and Australia, marks the practical nearness of otherwise distant communities.

“ It has been suggested that the object in view would be attained by a conference in Canada of Australasian representatives with the Government of the Dominion. Should such a conference be arranged, due provision will be made for the representation of this colony on the occasion.”

In conformity with the foregoing arrangements an invitation has been sent to the Governments of the seven Australian colonies respectively, to the Governor of Cape Colony, and to the Governor of Fiji, in these terms :—

“ On a report dated 5th of February, 1894, from the Minister of Trade and Commerce, submitting the following recommendation relating to trade and cable communication between Canada and Australia.

1. In order to cultivate and increase trade relations between Canada and Australia an Act was passed (Act 52 Vic., Chap. 2, 1889) intituled: An Act relating to Ocean Steamship Subsidies, authorizing the granting of a subsidy of not exceeding the sum of £25,000 sterling per annum, to assist in establishing an effective fortnightly steamship service between British Columbia and the Australian Colonies and New Zealand.

2. Chapter 2, 52 Victoria, was amended by Act 56 Victoria, Chapter 5, (1893), so far as to authorize the granting of a subsidy of not exceeding the sum of £25,000 sterling per annum to assist in establishing an effective monthly or more frequent steamship service between British Columbia and the Australian colonies and New Zealand.

3. Under this authority a contract was entered into between the Minister of Trade and Commerce on behalf of Her Majesty and James Huddart of the city of London in England, bearing date the 1st day of May, 1893, providing for a monthly or more frequent service between Vancouver, B. C., and Sydney, N. S. W., under the terms of which steamships of the capacity agreed upon were placed on the route, the first one sailing from Sydney the 18th May, 1893.

4. On the 7th September, 1893, an Order in Council was passed authorizing the Minister of Trade and Commerce to proceed to Australia and confer with the several Governments, with a view to promote an extension of trade between Australasia and Canada, and also to confer with the said Government on the subject of a telegraphic cable to connect Canada with Australia and New Zealand.

5. The Minister of Trade and Commerce on the 7th September, 1893, proceeded to Australia, and had conference and communication with the Governments of the several colonies on the subjects referred to in the said Order in Council of the 7th. September, 1893, at which it was suggested, and a decision was arrived at between the Minister of Trade and Commerce and the Premiers of New South Wales, Queensland, Victoria, and South Australia, that it was important that a conference should be held at as early a date as would be most convenient, in the city of Ottawa, Canada, for the purpose of discussing the arrangements which might be considered the most desirable for the purpose of carrying out the objects in view.

The Minister recommends that the Governments of New South Wales, Queensland, Victoria, South Australia, Tasmania, New Zealand and Fiji be respectfully requested to appoint and send one or more delegates to meet at Ottawa on Thursday the 21st day

of June, 1894, for the purpose of considering the trade relations existing between Canada and their respective countries, and the best means of extending the same and of securing the construction of a direct telegraphic cable between those colonies and the Dominion of Canada.

The Minister further recommends that the Government of the Cape of Good Hope be invited to take part in the deliberations of the conference herein referred to.

7. The Minister also recommends that the British Government be requested to take part in their conference, by sending a delegate, or by such other means as may be considered advisable, inasmuch as the object in view is of an Imperial as well as of a colonial character.

The Committee, concurring in the above recommendation, advise that your Excellency be moved to transmit a certified copy of this minute to Her Majesty's Principal Secretary of State for the Colonies.

The Committee further advise that your Excellency be also moved to transmit certified copies to the Governors of the various colonies herein referred to, and to the Governor of the Cape of Good Hope.

All of which is respectfully submitted for your Excellency's approval.

JOHN J. MCGEE,
Clerk of the Privy Council.

In order that Canadian business men may know what tariff conditions are imposed by the various Australasian Colonies together with Fiji, a full list of the duties is now given:—

Abbreviations:—*New South Wales, N.S.W.*; *Victoria, Vic.*; *South Australia, S.A.*; *Queensland, Q.*; *Western Australia, W.A.*; *Tasmania, Tas.*; *New Zealand, N.Z.*

Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Acid, sulphuric.....	2/6 cwt	5s cwt.	5s cwt.	5s cwt.	12½ p.c.	2/6 cwt	Free.	15 p.c.
Aerated and mineral water, pints.....	6d doz.	10 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
quarts.....	1s doz.	10 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
Agricultural implements.....	10 p.c.	(note)	15 p.c.	15 p.c.	5 p.c.	5 p.c.	Free.	Free.
Ale, beer, porter and spruce, in bulk.....	6d gall.	1s gall.	1s gall.	1s gall.	1s gall.	1s gall.	1/6 gall	9d gall.
in bottle.....	9d gall.	1/6 gall	1s gall.	1/3 gall	1s gall.	1/6 gall	1/6 gall	1s gall.
(6 reputed quarts or 12 reputed pints as 1 gallon).								
Albums.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	20 p.c.	25 p.c.	10 p.c.
Alum.....	Free.	Free.	10 p.c.	15 p.c.	12½ p.c.	5 p.c.	Free.	15 p.c.
Anchors.....	Free.	Free.	Free.	Free.	5 p.c.	15 p.c.	Free.	10 p.c.
Animals, living, viz., horses.....	Free.	50s ea.	40s ea.	Free.	20s ea.	40s.	Free.	Free.
horned cattle.....	Free.	20s ea.	20s ea.	Free.	30s ea.	40s.	Free.	Free.
sheep.....	Free.	2s ea.	1s ea.	Free.	2/6 ea.	2s.	Free.	Free.
pigs.....	Free.	10s ea.	5s ea.	Free.	4s ea.	2s 6d.	Free.	Free.
poultry.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
unenumerated.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Antimony, in ingots.....	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	5 p.c.
Anvils.....	Free.	Free.	Free.	Free.	5 p.c.	5 p.c.	Free.	5 p.c.
Apparel and slops.....	10 p.c.	(note)	25 p.c.	25 p.c.	12½ p.c.	12½ p.c.	25 p.c.	12½ p.c.
Arms military.....	10 p.c.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	20 p.c.
sporting.....	10 p.c.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	20 p.c.
Arrowroot.....	1d lb.	2d lb.	Free.	1d lb.	1d lb.	2d lb.	Free.	1d lb.
Archery materials.....	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Artists' brushes and materials.....	10 p.c.	Free.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
colours.....	Free.	Free.	Free.	15 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Asbestos, unmanufactured.....	Free.	Free.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Axes and hatches.....	Free.	35 p.c.	Free.	Free.	12½ p.c.	5 p.c.	20 p.c.	12½ p.c.

Agricultural implements, Victoria—Reapers and binders, free; others, 20 per cent.

Apparel and slops, Victoria—Wholly or partly made up of articles containing wool, 50 per cent; others, 35 per cent.

Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Axe handles.....	Free.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	10 p.c.	15 p.c.	Free.
Axles, arms and boxes.....	10 p.c.	(note)	25 p.c.	25 p.c.	12½ p.c.	10 p.c.	Free.	10 p.c.
Bacon.....	2d lb.	2d lb.	4d lb.	3d lb.	3d lb.	2d lb.	2d lb.	2d lb.
Bagging.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	15 p.c.	Free.
Bags and sacks, new, bran.....	Free.	6d doz.	Free.	15 p.c.	6d doz.	Free.	(note)	Free.
corn sacks.....	Free.	6d doz.	Free.	15 p.c.	6d doz.	Free.	Free.	Free.
flour.....	Free.	6d doz.	Free.	15 p.c.	6d doz.	Free.	20 p.c.	Free.
gunny.....	Free.	Free.	Free.	15 p.c.	6d doz.	Free.	(note)	Free.
ore.....	Free.	6d doz.	Free.	15 p.c.	3d doz.	Free.	20 p.c.	Free.
woolpacks.....	Free.	3s doz.	Free.	15 p.c.	4s doz.	4s doz.	(note)	Free.
unenumerated.....	Free.	6d doz.	Free.	25 p.c.	12½ p.c.	Free.	15 p.c.	Free.
Baize, in the piece.....	10 p.c.	35 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	12½ p.c.
oil.....	10 p.c.	20 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	12½ p.c.
Baking powder.....	1d lb.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Bark (for tanning).....	Free.	Free.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Baskets.....	10 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Bedsteads.....	10 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	25 p.c.	10 p.c.
Beche de mer.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Beeswax.....	1d lb.	Free.	3d lb.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Beer of all kinds, in bulk.....	6d gall.	1s gall.	1s gall.	1s gall.	1s gall.	1s gall.	1/6 gall.	9d gall.
in bottle.....	9d gall.	1/6 gall.	1s gall.	1/3 gall.	1s gall.	1/6 gall.	1/6 gall.	1s gall.
(6 reputed quarts or 12 reputed pints as 1 gallon).								
Bellows.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	5 p.c.	5 p.c.	15 p.c.	10 p.c.
Bells, except plated.....	10 p.c.	(note)	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
electro and silver plated.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
Billiard tables and materials.....	15 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	25 p.c.	10 p.c.
Bird seed.....	10 p.c.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	4d lb.	Free.	5 p.c.
Bitumen.....	Free.	Free.	Free.	15 p.c.	Free.	Free.	Free.	Free.
Biscuits, ship and plain.....	2d lb.	2d lb.	2d lb.	2d lb.	1d lb.	2d lb.	3s cwt.	1d lb.
fancy.....	2d lb.	2d lb.	2d lb.	2d lb.	1d lb.	2d lb.	2d lb.	1d lb.
Black lead.....	10 p.c.	25 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Black sand.....	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Blacking.....	10 p.c.	25 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Blankets.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Blooms, pulley.....	10 p.c.	Free.	25 p.c.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	5 p.c.
Blue.....	Free.	2d lb.	2d lb.	2d lb.	12½ p.c.	2d lb.	2d lb.	2d lb.
Bluestone.....	Free.	Free.	Free.	15 p.c.	12½ p.c.	Free.	Free.	15 p.c.
Boats.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	Free.	5 p.c.
Boilers for steam engines.....	10 p.c.	Free.	25 p.c.	25 p.c.	5 p.c.	10 p.c.	20 p.c.	Free.
Boiler tubes.....	Free.	Free.	2s cwt.	Free.	5 p.c.	5 p.c.	Free.	Free.
Bolts and nuts *(up to § free).....	2s cwt.	35 p.c.	25 p.c.	*15 p.c.	12½ p.c.	5 p.c.	20 p.c.	10 p.c.
Boneblack.....	10 p.c.	25 p.c.	Free.	25 p.c.	12½ p.c.	4d lb.	Free.	5 p.c.
Bones.....	Free.	Free.	Free.	25 p.c.	Free.	Free.	Free.	5 p.c.
Bonedust.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Bookbinders' materials.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Books and periodicals.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
of printed forms and account books.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	25 p.c.	10 p.c.
Boots and shoes.....	10 p.c.	(note)	(note)	(note)	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Boot cloth and material.....	10 p.c.	Free.	15 p.c.	15 p.c.	12½ p.c.	Free.	Free.	10 p.c.
Boot uppers.....	10 p.c.	(note)	25 p.c.	9s doz.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.

Axles, Victoria—Common dray, with linchpins, 25 per cent; common nut and others, unenumerated, up to 1½ inch, 3s. per arm; above 1½ inch, 4s. 6d. per arm. Mail patent, up to 1½ inch, 4s. 6d. per arm; above 1½ inch, 7s. per arm. Other patent axles with brass caps, 10s. per arm.

Bags, New Zealand—Calico, Forfar, Hessian and linen, 20 per cent; others, 15 per cent.

Bells, Victoria—6-inch and under, free; others, 35 per cent.

Boots and shoes, Victoria—Men's No. 6 and upwards, 60s. doz. pairs; youths' Nos. 2 to 5, 42s. doz. pairs; boys' Nos. 7 to 1, 30s. doz. pairs; women's No. 3 and upwards, 45s. doz. pairs; slippers, Nos. 7 to 2, 12s. doz. pairs; others and spiked shoes, 18s. doz. pairs; girls' Nos. 11 to 2, 36s. doz. pairs; girls' Nos. 7 to 10, 24s. doz. pairs; children's Nos. 4 to 6 and slippers, 8s. 6d. doz. pairs; women's lasting and stuff, 30s. doz. pairs; goloshes, 4s. doz. pairs; India rubber, 12s. doz. pairs. South Australia—Men's No. 6 and upwards, 33s. doz. pairs; youths' Nos. 2 to 5, 21s. doz. pairs; boys' Nos. 7 to 1, 17s. 6d. doz. pairs; women's No. 3 and upwards, 19s. 6d. doz. pairs; girls' Nos. 11 to 2, 16s. doz. pairs; girls' Nos. 7 to 10, 11s. 6d. doz. pairs; others, 25 per cent. Queensland—Men's No. 6 and upwards, 33s. doz. pairs; youths' Nos. 2 to 5, 21s. doz. pairs; boys' Nos. 7 to 1, 17s. 6d. doz. pairs; girls' Nos. 11 to 2 (except lasting and stuff), 16s. doz. pairs; girls' Nos. 7 to 10 (except lasting and stuff), 11s. 6d. doz. pairs; women's No. 3 and upwards (except lasting and stuff), 19s. 6d. doz. pairs.

Boot and shoe uppers, Victoria—Leather, men's, 24s. doz. pairs; women's and children's, 18s. doz. pairs; Wellington fronts and grafts, 6s. doz. pairs; lasting and stuff, 3s. doz. pairs.

Article.	N. S.W.	Vic.	S. A.	Q.	W. A.	Tas.	N. Z.	Fiji.
Boot elastic.	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Boot pegs.	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Bottles, glass.	10 p.c.	(note)	20 p.c.	15 p.c.	5 p.c.	(note)	Free.	10 p.c.
Brass, sheet and rolled.	10 p.c.	Free.	Free.	Free.	5 p.c.	Free.	Free.	5 p.c.
Bricks.	10 p.c.	—	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
air, clay or earthenware.	10 p.c.	8d c. ft.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
fire.	10 p.c.	20 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
bath.	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Brimstone (crude).	Free.	Free.	Free.	Free.	Free.	Free.	15 p.c.	6d cwt.
Bristles, for brushmaking.	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	10 p.c.
Brooms and brushware.	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Brushmaking materials, not being bristles or hair.	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	10 p.c.
Butter.	2d lb.	2d lb.	2d lb.	3d lb.	2d lb.	2d lb.	20 p.c.	5 p.c.
Buttons.	10 p.c.	Free.	Free.	Free.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Butterine.	6d lb.	1s lb.	4d lb.	4d lb.	2d lb.	15 p.c.	20 p.c.	5 p.c.
Cabinetmakers' benches.	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	25 p.c.	5 p.c.
Cabinetware.	10 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	25 p.c.	10 p.c.
Cages, bird.	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Cameras, photographic.	10 p.c.	Free.	Free.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Candles.	13d lb.	2d lb.	2d lb.	2d lb.	2d lb.	2d lb.	2d lb.	1d lb.
Canvas.	10 p.c.	Free.	Free.	5 p.c.	5 p.c.	12½ p.c.	Free.	Free.
Canes.	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Capsules for bottles.	10 p.c.	35 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Carbonate and bicarbonate of soda.	Free.	Free.	10 p.c.	1s cwt.	12½ p.c.	1d lb.	1s cwt.	15 p.c.
Cardboard, plain.	10 p.c.	4s cwt.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Carpeting.	15 p.c.	25 p.c.	15 p.c.	15 p.c.	12½ p.c.	12½ & 20	15 p.c.	10 p.c.
Carraway seeds.	10 p.c.	Free.	2d lb.	3d lb.	3d lb.	4d lb.	15 p.c.	3d lb.
Carriages.	15 p.c.	(note)	(note)	(note)	20 p.c.	(note)	20 p.c.	10 p.c.
Carriage cloth.	10 p.c.	Free.	15 p.c.	Free.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
springs.	10 p.c.	Free.	25 p.c.	Free.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
trimmings.	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	20 p.c.	10 p.c.
varnish.	1s gall.	2s gall.	6d gall.	25 p.c.	12½ p.c.	1/6gall.	1/6gall.	2s gall.
Cartridges, sporting.	10 p.c.	4d lb.	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	10 p.c.
Carts.	10 p.c.	(note)	(note)	(note)	20 p.c.	(note)	20 p.c.	10 p.c.
Cases and packages (empty returns).	Free.	Free.	Free.	15 p.c.	Free.	Free.	Free.	Free.
Casks, new.	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Castings, unenumerated.	10 p.c.	35 p.c.	25 p.c.	3s cwt.	12½ p.c.	10 p.c.	20 p.c.	Free.
Caustic soda.	10 p.c.	1s cwt.	Free.	1/6 cwt.	12½ p.c.	Free.	Free.	15 p.c.
Cement.	2s bl.	Free.	2s bl.	2s bl.	2s bl.	9d cwt.	2s bl.	10 p.c.
Chaff and hay.	10 p.c.	Free.	10 p.c.	15s ton.	20s ton.	15 p.c.	20s ton.	5 p.c.
Chaffcutting machines.	10 p.c.	20 p.c.	15 p.c.	15 p.c.	5 p.c.	5 p.c.	20 p.c.	10 p.c.
Chain cables (not galvanized).	Free.	Free.	Free.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	10 p.c.
traces (not galvanized).	Free.	Free.	Free.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	10 p.c.
other kinds.	Free.	Free.	25 p.c.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	10 p.c.
Chalk.	10s ton.	Free.	Free.	15 p.c.	12½ p.c.	Free.	20s ton.	5 p.c.
Charts.	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Cheese.	2d lb.	3d lb.	4d lb.	4d lb.	3d lb.	2d lb.	20 p.c.	2d lb.
Chemicals and drugs.	(note)	(note)	10 p.c.	(note)	12½ p.c.	20 p.c.	15 p.c.	15 p.c.

Bottles, glass, Victoria—Containing beer, wine, ale, &c., 6d. per doz.; for pickles, 3d. doz.; for aerated waters, 6d. per cubic foot; for medicine, 1s. per cubic foot. Tasmania—For spirits, wine and vinegar, ½ pints to quarts, for fruit preserving up to 2 quarts, for aerated waters, 5 ozs. and upwards, free; chemist's under ½ pints, 15 per cent.; others, 5 per cent.

Carriages, Victoria—Dogcarts, gigs, &c., £10; four-wheeled buggies, £15; cabs and buggies with tops, £20; omnibuses, £40; barouches, £50; carts without springs, 20 per cent; all others, 25 per cent. South Australia—Carts, two-wheeled, £10 each; four-wheeled, £15 each; hansom cabs and four-wheeled buggies, £20 each; omnibuses and coaches, £40 each; barouches, broughams and drags, £50; others, 25 per cent. Queensland—Carriages and two-wheeled vehicles, with or without springs, £10 each; wagons, four-wheeled buggies, and hansom cabs, £12 each; single and double seated wagons, wagonettes, and four-wheeled buggies, with tops, £15 each; omnibuses or coaches, for carrying mails or passengers, £20 each; barouches and similar vehicles, £30 each. Tasmania—Four-wheeled £12 each; two-wheeled, £6 each.

Chemicals and drugs, N. S. W.—Essences, fluid extracts, patent medicines, perfumery, &c., containing not more than 25 per cent proof spirit, 3s. 6d. per gall.; not more than 50 per cent, 7s. per gall.; not more than 75 per cent, 10s. 6d. per gall.; if more than 75 per cent, charged as spirit, viz., 14s. per gall. Victoria—Ammonia, carbonate of, or liquid, 2d. per lb. or pint; chloroform, 25 per cent; glycerine pure, 3d. per lb., crude, 1d. per lb.; morphia, 1s. 6d. per oz.; nitrate of silver, 1s. 6d. per oz.; nux vomica, 2d. per lb.; strychnine, 1s. per oz.; crude drugs for manufacturing purposes, free. Queensland—Containing not more than 25 per cent of spirit, 6s. per gall.; if more than 25 per cent, 12s. per gall.; others, 15 per cent.

Article.	N.S. W.	Vic.	S.A.	Q.	W.A.	Tas.	N.S.	Fiji.
Chicory	6d lb.	3d lb.	6d lb.	6d lb.	3d lb.	4d lb.	3d lb.	3d lb.
root, kiln dried.	3d lb.	3d lb.	6d lb.	6d lb.	3d lb.	4d lb.	3d lb.	3d lb.
green	3d lb.	3d lb.	3s cwt.	25 p.c.	3d lb.	15 p.c.	3d lb.	3d lb.
Chocolate	4d lb.	3d lb.	3d lb.	4d lb.	3d lb.	4d lb.	3d lb.	3d lb.
Clocks	15 p.c.	20 p.c.	15 p.c.	15 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
Cloth and tweeds in the piece	10 p.c.	40 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Clothes lines	3s cwt.	12s cwt.	11s cwt.	8s cwt.	5 p.c.	Free.	Free.	10 p.c.
Cloves	Free.	2d lb.	2d lb.	3d lb.	3d lb.	4d lb.	2d lb.	3d lb.
Coal	10 p.c.	Free.	Free.	2s ton.	Free.	3s ton.	Free.	Free.
Cocoa, manufactured	4d lb.	3d lb.	3d lb.	4d lb.	3d lb.	4d lb.	3d lb.	3d lb.
nibs	4d lb.	Free.	Free.	4d lb.	3d lb.	4d lb.	Free.	3d lb.
essence of, with milk	4d lb.	3d lb.	3d lb.	25 p.c.	3d lb.	15 p.c.	3d lb.	3d lb.
nuts	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Coffee, raw	Free.	Free.	3d lb.	4d lb.	2d lb.	3d lb.	3d lb.	3d lb.
roasted or ground	6d lb.	3d lb.	4d lb.	6d lb.	3d lb.	4d lb.	5d lb.	3d lb.
Date, and mixed with cocoa and chicory	6d lb.	3d lb.	6d lb.	6d lb.	3d lb.	4d lb.	5d lb.	3d lb.
Essence of	6d lb.	3d lb.	1d lb.	25 p.c.	—	15 p.c.	15 p.c.	3d lb.
Essence of, with milk	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Coin	10 p.c.	35 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Coir matting	10 p.c.	Free.	Free.	2s ton.	Free.	1s ton.	Free.	Free.
Coke	10 p.c.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Combs and brushes	2d lb.	2d lb.	3d lb.	4d lb.	4d lb.	2d lb.	(note)	3d lb.
Confectionery	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Copper and yellow metal sheathing	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
nails	10 p.c.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
rod and wire	10 p.c.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
Cordage	3s cwt.	(note)	(note)	8s cwt.	Free.	Free.	20 p.c.	1/6 cwt.
Cordials (not spirituous), per dozen reputed quarts	1s 6d.	10 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
per dozen reputed pints	9d.	10 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
Corks, cut	10 p.c.	4d lb.	Free.	5 p.c.	12½ p.c.	Free.	15 p.c.	5 p.c.
Cork	Free.	Free.	Free.	5 p.c.	12½ p.c.	Free.	Free.	5 p.c.
Cornflour	1d lb.	2d lb.	Free.	2d lb.	1d lb.	1d lb.	1d lb.	1d lb.
Cornices	10 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	25 p.c.	10 p.c.
Cotton, raw	Free.	Free.	Free.	15 p.c.	12½ p.c.	Free.	Free.	Free.
waste	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	Free.
piece goods	Free.	Free.	Free.	5 p.c.	12½ p.c.	12½ p.c.	10 p.c.	12½ p.c.
knitting, embroidering and crochet	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
thread, silk or sewing	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	Free.	12½ p.c.
Currants	2d lb.	3d lb.	2d lb.	3d lb.	3d lb.	2d lb.	2d lb.	2d lb.
Curry powder and paste	10 p.c.	2d lb.	2d lb.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Custard powder	1d lb.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Cutlery	10 p.c.	10 p.c.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Dates	Free.	2d lb.	2d lb.	25 p.c.	1d lb.	2d lb.	2d lb.	2d lb.
Drapery of every description not otherwise enumerated	10 p.c.	40 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Druggists' ware and sundries	10 p.c.	—	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	15 p.c.
Dyes and dyeware	Free.	Free.	Free.	Free.	12½ p.c.	Free.	15 p.c.	15 p.c.
Dynamite	1d lb.	1d lb.	Free.	1d lb.	12½ p.c.	10 p.c.	Free.	5 p.c.
Earthenware	10 p.c.	8d c. ft.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Eggs	10 p.c.	2d doz.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
Electroplated ware	15 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
Emery cloth and paper	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	5 p.c.	Free.	5 p.c.
powder	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	5 p.c.	15 p.c.	5 p.c.
Engines, steam	10 p.c.	25 p.c.	25 p.c.	15 p.c.	5 p.c.	7½ p.c.	20 p.c.	Free.
Engravings	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	Free.	15 p.c.	5 p.c.
Essences (not being spirituous compounds), per dozen quarts	1s 6d.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	15 p.c.
per dozen pints	9d.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	15 p.c.
Extract of meat	2d lb.	20 p.c.	10 p.c.	4d lb.	12½ p.c.	15 p.c.	20 p.c.	Free.
False teeth	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Fancy goods	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
Farinaceous foods	1d lb.	2d lb.	10 p.c.	2d lb.	1d lb.	15 p.c.	1d lb.	1d lb.

Confectionery, New Zealand—Chocolate, 3d. per lb.; others, 2d. per lb.
 Cordage, Victoria—Coir rope, 5s. per cwt.; other, 12s. per cwt. South Australia—Coir rope, 5s. per cwt.; galvanized, 3s. per cwt.; other, 11s. cwt.

Article.	N.S. W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Feathers, artificial	10 p.c.	25 p.c.	25 p.c.	25 p.c.	12½ p.c.	20 p.c.	25 p.c.	10 p.c.
Felt—sheathing	10 p.c.	25 p.c.	Free.	25 p.c.	5 p.c.	5 p.c.	Free.	Free.
paper	10 p.c.	6s cwt.	Free.	25 p.c.	12½ p.c.	5 p.c.	Free.	Free.
Fenders	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Fibre, cocoa	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Filters	10 p.c.	8d c. ft	20 p.c.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	10 p.c.
Fireclay	Free.	Free.	10 p.c.	25 p.c.	12½ p.c.	Free.	20 p.c.	5 p.c.
Fireworks	10 p.c.	20 p.c.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Fish in pickle or brine	1d lb.	5s cwt.	10 p.c.	1d lb.	12½ p.c.	15 p.c.	10s cwt.	10 p.c.
dried or salted	1d lb.	5s cwt.	1d lb.	1d lb.	12½ p.c.	15 p.c.	10s cwt.	10 p.c.
preserved, potted or paste	1d lb.	2d lb.	2d lb.	2d lb.	12½ p.c.	15 p.c.	2d lb.	10 p.c.
fresh	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Fishing lines, fancy goods	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
not fancy goods	Free.	12s cwt	2d lb.	25 p.c.	12½ p.c.	Free.	20 p.c.	1/6 cwt.
material, not being cordage	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Flags	10 p.c.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Flannel	10 p.c.	40 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Flock	Free.	Free.	10 p.c.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Flax	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Floorcloth and oilcloth	10 p.c.	20 p.c.	15 p.c.	15 p.c.	12½ p.c.	12½ & 20	15 p.c.	10 p.c.
Flour (per 100 lbs.)	1s.	5s.	2s.	1s cwt.	1s.	2s.	1s.	Free.
Flowers, artificial	10 p.c.	Free.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	5 p.c.
Fruit, bottled, quarts	2s doz.	6s doz.	4s doz.	3s doz.	12½ p.c.	6s doz.	20 p.c.	2s doz.
pints	1s doz.	3s doz.	2s doz.	1/6 doz.	12½ p.c.	3s doz.	20 p.c.	1s doz.
smaller	1s doz.	1/6 doz.	1/6 doz.	3d doz.	12½ p.c.	3s doz.	20 p.c.	1s doz.
dried	2d lb.	3d lb.	3d lb.	3d lb.	3d lb.	3d lb.	2d lb.	2d lb.
fresh	1s bush	(note)	1s bush	Free.	12½ p.c.	1s bush	4d lb.	5 p.c.
preserved or candied	2d lb.	3d lb.	3d lb.	3d lb.	3d lb.	3d lb.	20 p.c.	2d lb.
canned	1d lb.	3d lb.	2d lb.	1½ lb.	12½ p.c.	3d lb.	20 p.c.	2d lb.
boiled or in pulp	1d lb.	3d lb.	4d lb.	5s cwt.	12½ p.c.	3d lb.	20 p.c.	2d lb.
Furniture	10 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	0 p.c.	10 p.c.
Furs	15 p.c.	(note)	25 p.c.	25 p.c.	12½ p.c.	20 p.c.	25 p.c.	15 p.c.
Fuse *(per coil of 24 feet)	10 p.c.	*1½d.	Free.	Free.	12½ p.c.	15 p.c.	Free.	10 p.c.
Galvanic bands and belts	10 p.c.	Free.	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	15 p.c.
Galvanized iron, manufactured, including guttering, ridgecaps, buckets, tubs, pipes, &c.	3s cwt.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	2s cwt.	12½ p.c.
Galvanized iron, unmanufactured, plain	2s cwt.	Free.	1/6 cwt.	2s cwt.	Free.	Free.	2s cwt.	10 p.c.
do do corrugated	2s cwt.	Free.	1/6 cwt.	2s cwt.	2s cwt.	2s cwt.	2s cwt.	2s cwt.
Gelatine, as Nelson's patent	1d lb.	6d lb.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	3d lb.
Gilt mouldings	10 p.c.	Free.	10 p.c.	15 p.c.	20 p.c.	20 p.c.	15 p.c.	10 p.c.
Ginger	Free.	2d lb.	2d lb.	4d lb.	3d lb.	4d lb.	4d lb.	3d lb.
green	Free.	Free.	Free.	4d lb.	12½ p.c.	4d lb.	3d lb.	Free.
preserved	2d lb.	3d lb.	3d lb.	4d lb.	3d lb.	2d lb.	2d lb.	3d lb.
Glass, plate and sheet, plain	10 p.c.	1s cu. ft	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	2s 100ft	10 p.c.
bent or engraved	10 p.c.	35 p.c.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
silvered	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Glassware, plain	10 p.c.	1s cu. ft	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
cut or engraved	10 p.c.	2/6 c. ft	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Gloves	10 p.c.	20 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	25 p.c.	10 p.c.
Glue	1d lb.	2d lb.	2d lb.	2d lb.	12½ p.c.	1d lb.	1½ lb.	10 p.c.
liquid	1d lb.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	1d lb.	15 p.c.	10 p.c.
Gold leaf	10 p.c.	20 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Goloshes *(per dozen pairs)	10 p.c.	*4s.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Grain—barley *(per 100 lbs.)	*10d.	(note)	1/6 bus.	9d bush	4d bush	*1/6.	*2s	1d lb.
beans and peas *(per 100 lbs.)	*10d.	*2s 11d	*2s.	1s bush	12½ p.c.	*1/6.	*9d	5 p.c.
bran *(per 100 lbs.)	*1s.	*5s.	*2s.	4d bush	1s cwt.	*10d.	*1s	5 p.c.
gram do	*10d.	*5s.	*2s.	15 p.c.	6d bush	*1/6.	*1s	5 p.c.
maize do	*10d.	*2s 11d	*1s.	8d bush	6d bush	*1/6.	*9d	5 p.c.
oats do	*10d.	*3s.	*2s.	8d bush	4d bush	*1/6.	*9d	6d bsh
pollard do	*1s.	*5s.	*2s.	4d bush	1s cwt.	10d.	*1s	5 p.c.
wheat do	*10d.	*2s 11d	*2s.	Free.	6d bush	*1/6d.	*9d	5 p.c.
Grates and ovens	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Grease, lubricating	3s cwt.	3s cwt.	10 p.c.	6s cwt.	12½ p.c.	Free.	Free.	5 p.c.
Groats	1d lb.	2d lb.	Free.	2d lb.	1d lb.	15 p.c.	Free.	1d lb.

Fruit, fresh, Victoria—Oranges and lemons, 9d. per bushel; others, 1s. 6d. per bushel; bananas, guavas, mangoes, olives, green, and pineapples, free.

Furs, Victoria—Hatters, 25 per cent.; skins, dressed, 2d. per lb.

Grain, Victoria—Barley, 3s per 100 lbs.; pearl and Scotch, 7s. 6d. per 100 lbs.

Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Grindstones.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Guano.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Gum arabic.....	Free.	Free.	Free.	10 p.c.	25 p.c.	12½ p.c.	Free.	15 p.c.
Gum (except gum arabic).....	10 p.c.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Gunpowder, sporting.....	3d lb.	3d lb.	3d lb.	1d lb.	4d lb.	6d lb.	6d lb.	6d lb.
blasting.....	1d lb.	1d lb.	Free.	Free.	1d lb.	1d lb.	Free.	5 p.c.
Haberdashery, unenumerated.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Hair *(curled 2d. lb.).....	Free.	*25 p.c.	*Free.	15 p.c.	12½ p.c.	Free.	Free.	5 p.c.
Hams.....	2d lb.	2d lb.	4d lb.	3d lb.	3d lb.	2d lb.	2d lb.	2d lb.
Hardware, unenumerated.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Harness and saddlery.....	10 p.c.	45 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	10 p.c.
Minor articles used in the manufac- ture of.....	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
Harvest binding twine.....	Free.	Free.	2d lb.	1½d lb.	5 p.c.	Free.	Free.	10 p.c.
Hats and caps *(and 25 p.c.).....	10 p.c.	(note)	(note)	*15 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
Hatchets.....	Free.	Free.	Free.	Free.	12½ p.c.	5 p.c.	20 p.c.	12½ p.c.
Hatters' materials, viz., plush and felt hoods.....	Free.	5s doz.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Hemp.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Hides and skin, raw.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Hay and chaff.....	10s ton	Free.	10 p.c.	15s ton	20s ton.	15 p.c.	20s ton	5 p.c.
Horns.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Honey.....	1d lb.	2d lb.	3d lb.	3d lb.	12½ p.c.	2d lb.	2d lb.	2d lb.
Hops.....	Free.	8d lb.	6d lb.	8d lb.	4d lb.	3d lb.	6d lb.	3d lb.
Horseshoes.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	10 p.c.	20 p.c.	5 p.c.
Hose, India-rubber.....	Free.	Free.	Free.	15 p.c.	5 p.c.	15 p.c.	Free.	5 p.c.
canvas.....	Free.	Free.	Free.	25 p.c.	5 p.c.	15 p.c.	Free.	5 p.c.
Hosiery.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Imitation cane.....	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Instruments, musical— unenumerated.....	15 p.c.	25 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
pianos.....	15 p.c.	(note)	15 p.c.	(note)	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
harmoniums and organs.....	15 p.c.	60s ea.	15 p.c.	60s ea.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Instruments, optical.....	10 p.c.	Free.	Free.	25 p.c.	Free.	15 p.c.	Free.	5 p.c.
scientific.....	10 p.c.	Free.	Free.	25 p.c.	Free.	15 p.c.	Free.	5 p.c.
surgical.....	10 p.c.	Free.	Free.	25 p.c.	Free.	15 p.c.	Free.	5 p.c.
India-rubber sundries.....	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Ink and ink powders.....	10 p.c.	10 p.c.	Free.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
printing.....	10 p.c.	6d lb.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Iron, bar and road.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	10 p.c.
castings.....	10 p.c.	3s cwt.	25 p.c.	3s cwt.	12½ p.c.	15 p.c.	20 p.c.	1s cwt.
columns.....	10 p.c.	35 p.c.	2s cwt.	3s cwt.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
doors.....	10 p.c.	35 p.c.	25 p.c.	3s cwt.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
galvanized, manufactured.....	3s cwt.	35 p.c.	25 p.c.	2s cwt.	12½ p.c.	15 p.c.	2s cwt.	12½ p.c.
sheet, plain.....	2s cwt.	Free.	1/6 cwt	2s cwt.	Free.	2s cwt.	2s cwt.	10 p.c.
corrugated.....	2s cwt.	Free.	1/6 cwt	2s cwt.	2s cwt.	2s cwt.	2s cwt.	2s cwt.
gates and fencing.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	1s cwt.	15 p.c.	20 p.c.	2s cwt.
girders.....	10 p.c.	3s cwt.	2s cwt.	25 p.c.	12½ p.c.	10 p.c.	Free.	12½ p.c.
sheet and plate.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	1s cwt.
hoop.....	Free.	Free.	25 p.c.	Free.	Free.	Free.	Free.	1s cwt.
ore.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
pig.....	10s ton.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
pipes and tubes.....	Free.	3s cwt.	2s cwt.	2s cwt.	5 p.c.	Free.	5 p.c.	Free.
rails for trams, &c.....	10 p.c.	Free.	Free.	25 p.c.	Free.	5 p.c.	Free.	Free.
scrap.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	12½ p.c.
tanks not galvanized.....	10 p.c.	35 p.c.	Free.	8s ea.	12½ p.c.	15 p.c.	(note)	10 p.c.
wire.....	Free.	35 p.c.	Free.	2s cwt.	5 p.c.	5 p.c.	Free.	1s cwt.
Ivory.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Isinglass.....	Free.	10 p.c.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	3d lb.

Hats and Caps, Victoria—Cloth, 8s. per doz.; hats with frames, 36s. per doz.; dress hats, 60s. per doz.; helmets or pith, 20s. per doz.; all others, 25 per cent. South Australia—Boys' and youths' felt and glazed straw, 8s. per doz.; men's and women's felt, 15s. per doz.; felt, &c., with frames, 30s. per doz.; dress, 48s. per doz.

Pianos, Victoria—Upright, £5 each; square, grand or semi-grand, £15 each. Queensland—Horizontal, grand or semi-grand, £12 each; upright, £6 each.

Tanks, not galvanized, New Zealand—Of 200 galls., 5s. each; over 200 galls., 10s. each.

Article.	N. S.W.	Vic.	S. A.	Q.	W. A.	Tas.	N. Z.	Fiji.
Jams and jellies.....	2d lb.	3d lb.	3d lb.	2d lb.	12½ p.c.	2d lb.	2d lb.	1d lb.
Jewellery.....	15 p.c.	(note)	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	20 p.c.
Jute.....	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	Free.
Japan black.....	1s gall.	2s gall.	6d gall.	25 p.c.	12½ p.c.	1/6 gall.	1/6 gall.	2s gall.
Kapok.....	Free.	Free.	10 p.c.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Kerosene.....	6d gall.	Free.	3d gall.	6d gall.	6d gall.	1s gall.	6d gall.	(note)
Knifeboards.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Knife powder.....	10 p.c.	20 p.c.	Free.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Lace.....	15 p.c.	35 p.c.	15 p.c.	15 p.c.	12½ p.c.	20 p.c.	20 p.c.	12½ p.c.
Lace goods.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	12½ p.c.
Lamps, including gasaliers and chandeliers.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Lard.....	2d lb.	Free.	10 p.c.	1½ lb.	2d lb.	2d lb.	20 p.c.	5 p.c.
Lead ore.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
pig.....	Free.	Free.	Free.	Free.	2/6 cwt.	Free.	Free.	5s cwt.
pipe.....	3s cwt.	2/6 cwt.	4/6 cwt.	2s cwt.	2/6 cwt.	2/6 cwt.	3/6 cwt.	5s cwt.
red or white dry.....	1/6 cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	½ d lb.	2s cwt.	10 p.c.
mixed in oil.....	3s cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	½ d lb.	4s cwt.	10 p.c.
scrap.....	10 p.c.	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	5s cwt.
sheet.....	2s cwt.	2/6 cwt.	4/6 cwt.	2s cwt.	2/6 cwt.	2/6 cwt.	1/6 cwt.	5s cwt.
Leather, patent and enamelled kid, hog-skin, levant, morocco, roans, satins, skivers and imitations.....	10 p.c.	(note)	Free.	Free.	5 p.c.	Free.	2d lb.	10 p.c.
Leather, other, unenumerated.....	10 p.c.	(note)	10 p.c.	4d lb.	12½ p.c.	15 p.c.	(note)	10 p.c.
goods, unenumerated.....	10 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Leather and carpet bags and portmanteaus.....	15 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Limejuice *(in bulk free).....	Free.	20 p.c.	*10 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	2s gall.
cordial *(per doz. quarts).....	*1/6	20 p.c.	1s gall.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
*(per doz. pints).....	*9d	20 p.c.	1s gall.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
Lithographic stones and blocks.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	10 p.c.	Free.	5 p.c.
Macaroni.....	Free.	2d lb.	2d lb.	2d lb.	12½ p.c.	2d lb.	Free.	3d lb.
Machinery, unenumerated.....	10 p.c.	35 p.c.	20 p.c.	15 p.c.	5 p.c.	7½ p.c.	20 p.c.	5 p.c.
printing.....	10 p.c.	Free.	20 p.c.	Free.	5 p.c.	Free.	Free.	5 p.c.
for carding, spinning and weaving.....	10 p.c.	Free.	20 p.c.	Free.	12½ p.c.	7½ p.c.	20 p.c.	Free.
Maizena.....	1d lb.	2d lb.	Free.	2d lb.	1d lb.	1d lb.	½ d lb.	1d lb.
Malt.....	Free.	4/6 bsh.	2/6 bsh.	4/6 bsh.	2s bsh.	1s bsh.	2s bsh.	6d bsh.
Manures.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Maps.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Marble, unwrought.....	Free.	Free.	1s c.ft.	15 p.c.	12½ p.c.	Free.	5 p.c.	5 p.c.
wrought.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	20 p.c.	12½ p.c.	20 p.c.	5 p.c.
Matches and vestas.....	Free.	(note)	(note)	25 p.c.	12½ p.c.	20 p.c.	(note)	10 p.c.
Methylated spirit.....	1s gall.	1s gall.	3s gall.	(note)	1s gall.	3s gall.	1s gall.	1s gall.
Meat, fresh.....	Free.	(note)	5s 100lb	25 p.c.	1d lb.	(note)	20 p.c.	Free.
preserved.....	2d lb.	2d lb.	2d lb.	4d lb.	12½ p.c.	10 p.c.	20 p.c.	Free.
in pickle or brine.....	1d lb.	5s cwt.	2d lb.	1d lb.	1d lb.	1d lb.	20 p.c.	Free.
Milk, preserved.....	1d lb.	2d lb.	1d lb.	2d lb.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
fresh.....	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	Free.	5 p.c.
Millinery.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	12½ p.c.
Millstones.....	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	5 p.c.

Jewellery, Victoria—Rings, without stones, 4s. per dwt.; others, 25 per cent; precious stones, unset free.

Kerosene, Fiji—Of not less than 150° test, 9d. per gall.; all others, 1s. 3d. per gall.

Leather, Victoria—Calf and kid, free; furniture and bookbinders', 35 p.c.; black, morocco and goat levant, 20 p.c.; others, 6d. per lb. New Zealand—Belting, harness and bag leather, 6d. per lb.; kip, kangaroo and horsehide, 3d. per lb.; others, 1d. per lb.

Matches and Vestas, Victoria—Wood, in boxes of 100 or under, per gross of boxes, 6d.; wood safety, free; wax vestas in metal boxes of 100 or under, per gross of boxes, 1s. 3d.; in paper, small round tin or other boxes of 100 or under, per gross of boxes, 1s.; boxes of greater contents charged in the same proportion. South Australia—Wax vestas in boxes of 100 or under, per gross of boxes, 1s.; boxes of greater contents charged in the same proportion; safety, 10 per cent. Tasmania—Wood, 1s. per cubic ft.; wax, 3s. per cubic ft. New Zealand—Wood in boxes of 60 or under, per gross of boxes, 1s.; of not more than 100, per gross of boxes, 2s.; wax vestas in round paper boxes of 100 or under, per gross of boxes, 1s. 4d.; of not more than 200, per gross of boxes, 5s. 6d.; other kinds in boxes of 100 or under, 2s. 9d. per gross of boxes.

Meat, fresh, Tasmania—Beef and mutton, 1d. per lb.; pork, 2d. per lb. Victoria—Beef, mutton, veal and lamb, 7s. per 100 lbs.; pork, 10s. per 100 lbs.

Article.	N. S. W.	Vic.	S. A.	Q.	W. A.	Tas.	N. Z.	Fiji.
Mops	Free.	35 p.c.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Muntz metal	Free.	Free.	Free.	25 p.c.	Free.	Free.	Free.	5 p.c.
Music	10 p.c.	Free.	Free.	Free.	Free.	Free.	Free.	10 p.c.
Mustard	Free.	2d lb.	3d lb.	3d lb.	12½ p.c.	2/6 cwt.	2d lb.	1d lb.
Nails	10 p.c.	(note)	2s cwt.	3s cwt.	12½ p.c.	2/6 cwt.	3s cwt.	10 p.c.
galvanized	10 p.c.	7/6 cwt.	2s cwt.	3s cwt.	12½ p.c.	2/6 cwt.	2s cwt.	10 p.c.
Naptha	6d gall.	6d gall.	6d gall.	6d gall.	6d gall.	6d gall.	6d gall.	6d gall.
Nets, fishing	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
Netting, wire, galvanized	1/6 cwt.	Free.	Free.	Free.	5 p.c.	5 p.c.	Free.	10 p.c.
Nuts, except cocoanuts	Free.	Free.	3d lb.	3d lb.	12½ p.c.	2d lb.	2d lb.	2d lb.
cocoanuts	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Oakum	Free.	Free.	Free.	15 p.c.	5 p.c.	Free.	Free.	10 p.c.
Oars *(ash, free)	Free.	*35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	Free.
Oatmeal *(per 100 lbs)	2s cwt.	*9s	2s cwt.	4s cwt.	1/6 cwt.	3d lb.	*1s.	1d lb.
Oil, castor, in bulk	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
Chinese cocoanut	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
cod, in bulk	Free.	Free.	Free.	1s gall.	6d gall.	Free.	6d gall.	Free.
colza	6d gall.	Free.	Free.	1s gall.	6d gall.	1/3gall.	Free.	6d gall.
kerosene	6d gall.	Free.	3d gall.	6d gall.	6d gall.	1s gall.	6d gall.	(note)
linseed, raw or boiled	Free.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
medicinal	(note)	(note)	10 p.c.	25 p.c.	20 p.c.	20 p.c.	15 p.c.	15 p.c.
olive, in bulk	6d gall.	6d gall.	2s gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
palm	Free.	Free.	Free.	1s gall.	6d gall.	Free.	Free.	6d gall.
perfumed	(note)	(note)	25 p.c.	25 p.c.	20 p.c.	20 p.c.	25 p.c.	15 p.c.
rape	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
seal	Free.	Free.	Free.	6d gall.	6d gall.	1/3gall.	Free.	6d gall.
sewing	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	15 p.c.	6d gall.
sperm	Free.	Free.	Free.	6d gall.	6d gall.	1/3gall.	Free.	6d gall.
salad in bulk	6d gall.	6d gall.	2s gall.	1s gall.	6d gall.	1/3gall.	15 p.c.	6d gall.
unenumerated	6d gall.	6d gall.	6d gall.	(note)	6d gall.	1/3gall.	6d gall.	6d gall.
per doz. quarts	1s.	4s.	4s.	12½ p.c.	15 p.c.	15 p.c.	15 p.c.	10 p.c.
pints	6d.	2s.	2s.	12½ p.c.	15 p.c.	15 p.c.	15 p.c.	10 p.c.
smaller	6d.	1s.	1s 6d	12½ p.c.	15 p.c.	15 p.c.	15 p.c.	10 p.c.
Opium	20s lb.	20s lb.	20s lb.	20s lb.	20s lb.	20s lb.	40s lb.	15s lb.
Ores, unsmelted	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Onions	1s cwt.	1s cwt.	2s cwt.	1s cwt.	1s cwt.	1s cwt.	1s cwt.	1s cwt.
Paints and colours, dry	1/6 cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	3d lb.	2s cwt.	10 p.c.
mixed	3s cwt.	4s cwt.	4s cwt.	3s cwt.	12½ p.c.	3d lb.	4s cwt.	10 p.c.
Paper bags, plain	7/6 cwt.	15s cwt.	10s cwt.	8s cwt.	12½ p.c.	15 p.c.	25 p.c.	3s cwt.
printed	15s cwt.	15s cwt.	15s cwt.	12/6 cwt.	12½ p.c.	15 p.c.	25 p.c.	3s cwt.
blotting	10 p.c.	6s cwt.	Free.	5 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
hangings	10 p.c.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
printing	Free.	Free.	Free.	Free.	Free.	5 p.c.	Free.	3s cwt.
printed advertising matter	15s. cw	t4d lb.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
tissue	10 p.c.	6s cwt.	3/4 cwt.	5 p.c.	12½ p.c.	15 p.c.	6s cwt.	10 p.c.
wrapping and brown	3s cwt.	6s cwt.	3/4 cwt.	5 p.c.	12½ p.c.	15 p.c.	4s cwt.	3s cwt.
writing *(uncut free)	Free.	*2d lb.	Free.	*2d lb.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Parchment *(cut 25 per cent)	10 p.c.	*Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Patent medicine	(note)	25 p.c.	20 p.c.	(note)	12½ p.c.	20 p.c.	25 p.c.	15 p.c.
Pepper	Free.	2d lb.	3d lb.	3d lb.	3d lb.	2d lb.	(note)	2d lb.
Perfumery	(note)	20 p.c.	25 p.c.	(note)	20 p.c.	20 p.c.	25 p.c.	15 p.c.
Perry, in bulk	6d gal.	1s gal.	1s gal.	1s gal.	1s gal.	1/3 gal.	1/6 gal.	9d gal.
in six reputed quarts or twelve reputed pints	9d gal.	1/6 gal.	1s gal.	1/3 gal.	1s gal.	1/6 gal.	1/6 gal.	1s gal.

Nails, Victoria—Horse-shoe, 14s. per cwt.; others, 7s. 6d. per cwt.

Oil, kerosene, Fiji—Not less than 150 degrees, 9d. per gall.; all other tests, 1s. 3d. per gall.

Oils, medicinal and perfumed, N.S.W.—Containing spirit: of 25 per cent proof spirit, 3s. 6d. per gall.; 50 per cent proof spirit, 7s. per gall.; 75 per cent proof spirit, 10s. 6d. per gall.; more than 75 per cent proof spirit, 14s. per gall.; not containing spirit: 1s. 6d. per doz. quarts; 9d. per doz. pints; 6d. per doz. smaller. Victoria—4s. per doz. quarts; 2s. per doz. pints; 1s. per doz. smaller.

Oils, unenumerated, Queensland—Mineral, in bulk, 6d. per gal.; vegetable, in bulk, 1s per gall.; bottled, 2s. per doz. pints; 1s. per doz. smaller.

Methylated Spirits, Queensland—Foreign, 5s. per gal.; Colonial, 2s. per gal.

Patent Medicines and Perfumery, N.S.W.—Containing spirit, same rates as medicinal oils; not containing spirit, 10 per cent. Queensland—Containing spirit; of less than 25 per cent proof spirit, 6s. per gal.; of more than 25 per cent proof spirit, 14s. per gal.; others, 25 per cent.

Pepper, New Zealand—Unground, 2d. per lb.; ground, 4d. per lb.; Cayenne, 15 per cent.

Article.	N. S. W.	Vic.	S. A.	Q.	W. A.	Tas.	N. Z.	Fiji.
Photographs.....	10 p.c.	35 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Pickles, per doz. quarts.....	1s	3s	4s	4s	12½ p.c.	3s	4s	10 p.c.
do pints.....	6d	2s 6d	2s	2s	12½ p.c.	2s	2s	10 p.c.
do smaller.....	6d	1s	1s 6d	1s & 6d	12½ p.c.	1s 4d.	1s	10 p.c.
Picture frames.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Pitch and tar.....	Free.	Free.	Free.	Free.	25 p.c.	5 p.c.	Free.	Free.
Plants and trees.....	Free.	Free.	Free.	Free.	Free.	(note)	Free.	Free.
Plaster of Paris.....	2s bl.	1s cwt.	3s bl.	25 p.c.	2s bl.	9d cwt.	Free.	10 p.c.
Plate, gold.....	15 p.c.	8s oz.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
do silver.....	15 p.c.	2s oz.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
Plataware of all kinds.....	15 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
Playing cards *(per doz. packs).....	*3s	(note)	*6s	25 p.c.	12½ p.c.	20 p.c.	*6s	10 p.c.
Ploughs.....	10 p.c.	20 p.c.	15 p.c.	25 & Fr	5 p.c.	10 p.c.	Free.	Free.
Potatoes.....	6d cwt.	1s cwt.	1s cwt.	9s cwt.	1s cwt.	6d cwt.	20 p.c.	5 p.c.
Precious stone, unset.....	Free.	Free.	Free.	Free.	20 p.c.	Free.	Free.	20 p.c.
Preserves.....	2d lb.	3d lb.	3d lb.	2d lb.	3d lb.	2d lb.	2d lb.	2d lb.
Pomades.....	10 p.c.	20 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	25 p.c.	15 p.c.
Putty.....	1s cwt.	2s cwt.	Free.	25 p.c.	12½ p.c.	15 p.c.	2s cwt.	10 p.c.
Portmanteaus.....	15 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Powder flasks, metal.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Plate powder.....	10 p.c.	20 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Quicksilver.....	Free.	Free.	Free.	Free.	12½ p.c.	5 p.c.	Free.	5 p.c.
Quartz.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Quoits.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Raddle.....	1/6 cwt	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Raisins.....	2d lb.	3d lb.	2 lb.	2d lb.	3d lb.	2d lb.	3d lb.	2d lb.
Rakes, garden.....	Free.	35 p.c.	Free.	25 p.c.	12½ p.c.	5 p.c.	20 p.c.	12½ p.c.
do horse.....	10 p.c.	20 p.c.	Free.	25 p.c.	5 p.c.	10 p.c.	20 p.c.	12½ p.c.
Reading glasses.....	10 p.c.	10 p.c.	Free.	25 p.c.	12½ p.c.	5 p.c.	20 p.c.	10 p.c.
Reaping hooks.....	Free.	20 p.c.	Free.	15 p.c.	5 p.c.	5 p.c.	20 p.c.	Free.
Reapers and binders.....	Free.	Free.	15 p.c.	Free.	5 p.c.	5 p.c.	Free.	Free.
Resin.....	Free.	Free.	Free.	1s cwt.	5 p.c.	Free.	Free.	5 p.c.
Red lead, dry.....	1/6 cwt	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	3d lb.	2s cwt.	10 p.c.
do mixed in oil.....	3s cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	3d lb.	4s cwt.	10 p.c.
Rice.....	3s cwt.	(note)	3s cwt.	1d lb.	2s cwt.	1d lb.	6s cwt.	2s cwt.
do ground.....	1d lb.	(note)	3s cwt.	25 p.c.	2s cwt.	1d lb.	6s cwt.	2s cwt.
Ricemeal, offal.....	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	Free.
Rivets, iron.....	2s cwt.	35 p.c.	Free.	25 p.c.	12½ p.c.	5 p.c.	Free.	10 p.c.
do galvanized.....	3s cwt.	35 p.c.	Free.	25 p.c.	12½ p.c.	5 p.c.	Free.	10 p.c.
Rope.....	3s cwt.	(note)	(note)	8s cwt.	5 p.c.	Free.	20 p.c.	1/6 cwt
do steel wire.....	Free.	12s cwt	Free.	Free.	5 p.c.	Free.	Free.	1s cwt.
Safes, iron.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Sago.....	Free.	Free.	Free.	1d lb.	1d lb.	2d lb.	Free.	10 p.c.
Saddlery and harness.....	10 p.c.	45 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	10 p.c.
Sails, new.....	10 p.c.	Free.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
do old, being tarpaulin.....	Free.	20 p.c.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Salt.....	20s ton	20s ton	25s ton.	Free.	20s ton	30s ton	10s ton	20s ton
do rock.....	Free.	Free.	Free.	25 p.c.	Free.	Free.	Free.	20s ton
Saltpetre.....	10 p.c.	Free.	Free.	4s cwt.	12½ p.c.	15 p.c.	Free.	1s cwt.
Sash fasteners.....	10 p.c.	35 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
do frames.....	2s ea.	(note)	(note)	2s ea.	20 p.c.	20 p.c.	(note)	10 p.c.
do lines.....	3s cwt.	12s cwt	11s cwt.	8 cwt.	5 p.c.	Free.	20 p.c.	1/6 cwt
do weights.....	10 p.c.	3s cwt.	25 p.c.	25 p.c.	12½ p.c.	1/6 cwt	20 p.c.	12½ p.c.
Sauces, per doz. quarts.....	1s	4s	4s	4s	12½ p.c.	4s	6s	10 p.c.
do pints.....	6d	2s	2s	2s	12½ p.c.	3s	3s	10 p.c.
do smaller.....	6d	1s	1s 6d	1s	12½ p.c.	2s	1s 6d	10 p.c.
Seeds, grass.....	Free.	Free.	Free.	25 p.c.	Free.	Free.	Free.	Free.
do garden, unenumerated.....	Free.	Free.	Free.	10 p.c.	25 p.c.	Free.	Free.	Free.
Seltzogenes.....	10 p.c.	6d c.f.t.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.

Playing Cards, Victoria—In sheets, 12s. 6d. per doz. packs; others, 3s. per doz. packs.

Rope, Victoria—Coir, 5 s. per cwt.; other, 12s. per cwt. South Australia—Coir, 5s. per cwt.; galvanized an iron, 3s. per cwt.; other, 11s. per cwt.

Rice, Victoria—Undressed, to be manufactured in bond, 4s. per 100 lbs.; other, 6s.; to be manufactured into starch, free; paddy, 6s. per 100 lbs.

Plants and trees, Tasmania—Fruit trees, 2s. each; others, free

Sashes, Window, Victoria—Glazed, 3s per pair; unglazed, 2s per pair. South Australia—Up to 1¼ in., 4s. per pair; over 1¼ in., 6 s. per pair. New Zealand—Glazed, 4s. per pair; unglazed, 2s. per pair.

Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Seltzerwater *(pints).....*	6d doz.	10 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
Shellac.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	15 p.c.
Shingles.....	1s 1000	9d 1000	6d 1000	25 p.c.	12½ p.c.	15 p.c.	2s 1000	½s 1000
Shot.....	5s cwt.	1d lb.	4/6cwt.	1d lb.	5s cwt.	1d lb.	10s cwt.	5s cwt.
Sieves.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	12½ p.c.
Silk and manufactures containing silk.....	15 p.c.	25 p.c.	15 p.c.	15 p.c.	12½ p.c.	20 p.c.	25 p.c.	12½ p.c.
Skins and hides, raw.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Skittles.....	10 p.c.	25 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Slates, school.....	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	Free.	10 p.c.
roofing.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	Free.	5 p.c.
slab, unwrought.....	Free.	Free.	1s c. ft.	15 p.c.	12½ p.c.	Free.	5 p.c.	5 p.c.
wrought.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	5 p.c.
Soap.....	3s cwt.	2d lb.	1d lb.	10s cwt.	3s cwt.	1d lb.	5s cwt.	1d lb.
powder.....	10 p.c.	20 p.c.	2d lb.	2d lb.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
fancy and perfumed.....	2d lb.	4d lb.	4d lb.	3d lb.	20 p.c.	3d lb.	25 p.c.	15 p.c.
Sofa springs.....	10 p.c.	35 p.c.	Free.	25 p.c.	12½ p.c.	Free.	20 p.c.	12½ p.c.
Soda crystals.....	2s cwt.	2s cwt.	2s cwt.	2s cwt.	2s cwt.	½d lb.	2s cwt.	1s cwt.
Specimens of natural history.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Spices.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Spirits, proof.....	14s gal.	15s gal.	14s gal.	14 gal.	15s gall	15s gall	(note)	14s gall
perfumed.....	20s gal.	24s gal.	24s gal.	20 gal.	12½ p.c.	24s gall	(note)	14s gall
methylated.....	1s gal.	1s gal.	3 gal.	(note)	1s gall.	3s gall.	1s gall.	1s gall.
cordials and liqueurs.....	14s gal.	15s gal.	14 gal.	14 gal.	15s gall	15s gall	(note)	14s gall
brandy colouring.....	14s gal.	15s gal.	14 gal.	14 gal.	15s gall	15s gall	(note)	14s gall
Spokes, dressed *(100 feet).....	*3s	35 p.c.	25 p.c.	5 p.c.	12½ p.c.	*2/6	15 p.c.	12½ p.c.
hewn and sawn *(100 feet).....	*1/6	6d 100	(note)	5 p.c.	12½ p.c.	*2/6	Free.	10 p.c.
Sponge.....	Free.	Free.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Sporting powder.....	3d lb.	3d lb.	3d lb.	1d lb.	4d lb.	6d lb.	6d lb.	6d lb.
Springs, patent door.....	10 p.c.	35 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Spruce beer, in bulk.....	6d gall.	1s gall.	1s gall.	1s gall.	1s gall	1s gall	1/6 gall	9d gall.
in bottle.....	9d gall	1/6 gall	1s gall	1/3 gall	1s gall	1/6 gall	1/6 gall	1s gall.
Staples, door and gate.....	10 p.c.	35 p.c.	25 p.c.	15 p.c.	10s ton	15 p.c.	20 p.c.	12½ p.c.
Starch.....	1d lb.	2d lb.	2d lb.	2d lb.	1d lb.	4d lb.	2d lb.	1d lb.
Stationery.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	(note)	10 p.c.
Stearine.....	1d lb.	2d lb.	1d lb.	1½ lb.	Free.	Free.	1½d lb.	5 p.c.
Steel wire rope.....	Free.	12s cwt.	Free.	Free.	5 p.c.	Free.	Free.	1s cwt.
Stereoscopes and views.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Stone, wrought.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	5 p.c.
unwrought.....	Free.	Free.	1s c. ft.	15 p.c.	12½ p.c.	Free.	5 p.c.	5 p.c.
Stoneware.....	10 p.c.	8d c. ft.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Stoves.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Sugar, raw.....	5s cwt.	(note)	3s cwt.	5s cwt.	4s cwt.	(note)	½d lb.	5 p.c.
refined.....	6/8cwt.	(note)	3s cwt.	6/8cwt.	4s cwt.	(note)	½d lb.	5 p.c.
Sulphur.....	Free.	Free.	Free.	5 p.c.	Free.	15 p.c.	6d cwt.	5 p.c.
Syrups, per doz. quarts.....	1s 6d	20 p.c.	20 p.c.	7/6 cwt	12½ p.c.	15 p.c.	20 p.c.	2s gall.
do pints and smaller.....	9d	20 p.c.	20 p.c.	7/6 cwt	12½ p.c.	15 p.c.	20 p.c.	2s gall.
Tallow.....	Free.	Free.	Free.	1½ lb.	12½ p.c.	Free.	Free.	5 p.c.
Tanks, iron.....	10 p.c.	35 p.c.	Free.	8s ea.	12½ p.c.	15 p.c.	(note)	10 p.c.
galvanized.....	3s cwt.	35 p.c.	25 p.c.	8s ea.	12½ p.c.	15 p.c.	25 p.c.	12½ p.c.
Tapioca.....	Free.	2d lb.	Free.	1d lb.	1d lb.	2d lb.	Free.	1d lb.
Tea.....	Free.	3d lb.	3d lb.	(note)	4d lb.	2d lb.	6d lb.	3d lb.
Timber, architraves, 100 ft. sup.....	3s.	(note)	(note)	25 p.c.	20 p.c.	20 p.c.	4s.	10 p.c.
battens.....	1s 6d.	4s.	(note)	1s 5d.	12½ p.c.	2s 6d.	2s.	1s 6d.
boards, rough.....	1s 6d.	Free.	1s 6d.	1s 6d.	12½ p.c.	5s.	2s.	1s 6d.
dressed.....	3s.	1s 6d.	1s 6d.	3s.	20 p.c.	2s 6d.	4s.	2s.

Spices, New Zealand—Unground, 2d. per lb.; ground, 4d. per lb.

Spirits, perfumed and other, New Zealand—In bulk, 15s. per gal.; in bottle, 16s. per gal. Queensland—Methylated, colonial, 2s. per gal.; foreign, 5s. per gal.

Spokes, hewn and sawn, South Australia—2s. 6d. per load of 40 cubic feet.

Stationery, New Zealand—Manufactured, 25 per cent; unmanufactured, 15 per cent.

Sugar, Victoria—The produce of sugar cane, 6s. per cwt.; if for refining in the colony, 4s. per cwt.; the produce of beet root or other article, and refined, 12s. per cwt. Tasmania—crushed and loaf, 1d. per lb.; others, 6s. per cwt.

Tanks, iron, New Zealand—Of 200 galls. 5s. each; of more than 200 galls., 10s. each.

Tea, Queensland—In bulk, 6d. per lb.; in packets, 8d. per lb.

Timber, architraves, Victoria—Up to 3 inches, 4s. per 100 feet linear; more than 3 inches, 7s. per 100 feet linear. South Australia—Up to 3 inches, 4s. per 100 feet linear; more than 3 inches, 7s. per 100 feet linear.

Battens, South Australia—2s. 6d. per load of 40 cubic feet.

Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Timber, cedar in log, 100 ft. sup.	1s 6d.	Free.	Free.	1s 6d.	12½ p.c.	Free.	Free.	1s 6d.
cut	3s.	(note)	(note)	1s 6d.	12½ p.c.	(note)	2s.	1s 6d.
deals	1s 6d.	Free.	(note)	1s 6d.	12½ p.c.	Free.	2s.	1s 6d.
doors and sashes	2s each	(note)	(note)	4s ea.	20 p.c.	20 p.c.	(note)	10 p.c.
laths	9d 1000	5s 10c.	1s 1000	25 p.c.	20 p.c.	15 p.c.	2s 1000	2s 1000
logs, per 100 ft. sup.	1s 6d.	Free.	Free.	1s 6d.	12½ p.c.	Free.	Free.	1s 6d.
mouldings	3s	(note)	(note)	25 p.c.	20 p.c.	20 p.c.	4s.	10 p.c.
palings and pickets	1s 100	(note)	6d 100	25 p.c.	20 p.c.	15 p.c.	2s 100	2s 100
posts and rails, rough, 100 ft. sup.	1s 6d.	Free.	10 p.c.	25 p.c.	12½ p.c.	Free.	2s.	1s 6d.
sawn,	1s 6d.	Free.	10 p.c.	25 p.c.	12½ p.c.	1s 6d.	4s.	1s 6d.
planks, per 100 ft. sup.	1s 6d.	Free.	(note)	1s 6d.	12½ p.c.	Free.	2s.	1s 6d.
shingles	1s 1000	9d 1000	6d 1000	25 p.c.	12½ p.c.	15 p.c.	2s 1000	2s 1000
skirtings, per 100 ft. lin.	3s.	7s.	7s.	25 p.c.	20 p.c.	20 p.c.	4s.	10 p.c.
sleepers, per 100 ft. sup.	1s 6d.	Free.	Free.	25 p.c.	12½ p.c.	Free.	2s.	1s 6d.
spars	1s 6d.	—	(note)	25 p.c.	12½ p.c.	1/6&2/6	2s.	1s 6d.
squares	1s 6d.	(note)	Free.	1s 6d.	12½ p.c.	1/6&2/6	2s.	1s 6d.
Tiles, flooring and others.	10 p.c.	8d c. ft.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
Tin, block and sheet	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
plates	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
plates, decorated	10 p.c.	Free.	Free.	Free.	5 p.c.	15 p.c.	Free.	10 p.c.
Tin foil	Free.	Free.	Free.	15 p.c.	5 p.c.	Free.	Free.	5 p.c.
Tinware	10 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	25 p.c.	10 p.c.
Tobacco, manufactured	3s lb.	3s lb.	2/9 lb.	3s lb.	3s lb.	3s lb.	3/6 lb.	3s lb.
cigars and cigarettes	6s lb.	6s lb.	6/3 lb.	6s lb.	5s lb.	7s lb.	7s lb.	5s lb.
destroyed for sheepwash	3d lb.	Free.	Free.	2s lb.	3d lb.	15 p.c.	Free.	1s lb.
snuff	3s lb.	3s lb.	6s lb.	5s lb.	5s lb.	6s lb.	7s lb.	2s lb.
unmanufactured	1s lb.	1s lb.	1/7½ lb.	2s lb.	2s lb.	3s lb.	2s lb.	1s lb.
Tobacconists' ware, unenumerated	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Tools, artificers', unenumerated	Free.	Free.	Free.	Free.	12½ p.c.	5 p.c.	Free.	Free.
Toys	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
Treacle and molasses	3/4 cwt.	3s cwt.	3s cwt.	7/6 cwt.	4s cwt.	3/6 cwt.	4d lb.	3s cwt.
Turnery	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Turpentine	Free.	6d gall.	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1s gall.
Tweed and cloth in the piece	10 p.c.	40 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Twine, shop	3s cwt.	2½ lb.	2d lb.	1½ lb.	5 p.c.	1d lb.	20 p.c.	10 p.c.
for reapers and binders and seaming	Free.	Free.	2d lb.	1½ lb.	5 p.c.	Free.	15 p.c.	10 p.c.
Type, printers	10 p.c.	Free.	Free.	25 p.c.	5 p.c.	Free.	Free.	10 p.c.
Umbrellas	10 p.c.	(note)	20 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
parts	10 p.c.	(note)	Free.	Free.	12½ p.c.	5 p.c.	20 p.c.	10 p.c.
Varnish, containing spirit	2s gall.	2s gall.	6d gall.	25 p.c.	12½ p.c.	1/6 gall.	1/6 gall.	2s gall.
other	1s gall.	2s gall.	6d gall.	25 p.c.	12½ p.c.	1/6 gall.	1/6 gall.	2s gall.
Vegetables, fresh	6d cwt.	Free.	10 p.c.	25 p.c.	12½ p.c.	Free.	20 p.c.	5 p.c.
preserved	1d lb.	3d lb.	2d lb.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Vermicelli	Free.	2d lb.	2d lb.	2d lb.	12½ p.c.	2d lb.	Free.	3d lb.
Vestas and matches *(see matches)	Free.	*	*	25 p.c.	12½ p.c.	*	*	10 p.c.
Vinegar	6d gall.	6d gall.	9d gall.	(note)	6d gall.	1s gall.	6d gall.	6d gall.
Watches	15 p.c.	20 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	20 p.c.
Wax, vegetable	1d lb.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	1½ lb.	5 p.c.

Cedar, cut, Victoria—Up to 7 inches by 2½ inches, 4s. per 100 feet super; larger, free. South Australia—Up to 1½ inch, 1s. 6d. per 100 feet super; larger, 2s. 6d. per load of 40 cubic feet. Tasmania—Up to 3 inches, 1s. 6d. per 100 feet super; over 3 inches, 3s. per 100 feet super.

Deals, South Australia—2s. 6d. per load of 40 cubic feet.

Doors and sashes, Victoria—Doors, under 1½ inches, 5s. each; 1½ inches, 7s. 6d. each; over 1½ inches, 10s. each; sashes, unglazed, 2s. per pair; glazed, 3s. per pair. South Australia—Under 1½ inches, 5s. each; 1½ inches, 7s. 6d. each; over 1½ inches, 10s. each; sashes, under 1½ inches, 4s. per pair; over 1½ inches, 6s. per pair. New Zealand—Doors, plain, 2s. each; glazed, with ornamental glass, 4s. each; sashes plain, 2s. per pair; glazed, 4s. per pair.

Mouldings, Victoria—Up to 3 inches, 4 s. per 100 feet linear; over 3 inches, 7s. per 100 feet linear. South Australia—3 inches, 4s. per 100 feet linear; over 3 inches, 7s. per 100 feet linear.

Palings and pickets, Victoria—Palings, 9d per 100; pickets, undressed, 6d. per 100; dressed, 6s. 6d. per 100.

Planks, South Australia—2s. 6d. per load of 40 cubic feet.

Spars, South Australia—2s. 6d. per load of 40 cubic feet.

Squares, Victoria—Up to 7 inches by 2½ inches, 2s. 6d. per 100 feet super; larger, free; hardwood, 4s. per 100 feet super.

Umbrellas and umbrella parts, Victoria—Silk or silk mixture, 2s. 6d. each; others, 1s. each.

Vinegar, Queensland—In bulk, 9d. per gall.; in bottle, 1s. per gall.

Articles.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Wax, enamelling and modelling.....	1d lb.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	14d lb.	5 p.c.
paraffine.....	Free.	Free.	1d lb.	25 p.c.	Free.	Free.	14d lb.	5 p.c.
Wheelbarrows, wood.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
White lead, dry.....	1/6 cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	4d lb.	2s cwt.	10 p.c.
mixed in oil.....	3s cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	4d lb.	Free.	5 p.c.
Whiting.....	10s ton.	Free.	10 p.c.	7/6 ton.	12½ p.c.	15s ton.	20e ton.	10 p.c.
Wickerware.....	10 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Wine, not containing more than 35 per cent, proof spirit.....	5s gall.	12sgall.	6s gall.	6s gall.	5s gall.	(note)	(note)	(note)
Wine, sparkling.....	10sgall.	15sgall.	10sgall.	10sgall.	7/6 gall.	10sgall.	9s gall.	6s gall.
Woodware.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Wool, unmanufactured.....	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	5 p.c.
Berlin and knitting.....	10 p.c.	35 p.c.	25 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Yeast powder.....	1d lb.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Zinc, sheet.....	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
ingot.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
perforated.....	3s cwt.	35 p.c.	Free.	Free.	12½ p.c.	15 p.c.	25 p.c.	10 p.c.

Wine, Tasmania—In bulk, 6s. per gall. ; in bottle, 8s. per gall. New Zealand—Containing not more than 35 per cent proof spirit, 5s. per gall. ; more than 35 per cent, 6s. per gall. Fiji—Australian, 2s. per gall., others, 4s. per gall.

NOTE.—*Re* TABULATED TARIFF.

Where the reference mark * occurs in the centre of the columns the information will be found in the column containing the name of the article ; and where the word (*note*) occurs, the information will be found at the bottom of the page.

THE PACIFIC CABLE.

In drawing attention to the important subject of a Pacific Cable between Canada and Australia of an exclusively British character, a subject which I was instructed to bring to the attention of the different Colonial Governments, I have first to acknowledge the great assistance rendered by Sandford Fleming, Esq., C.M.G., who accompanied me to Australia. This gentleman having given years of close study and application to the subject of an all British Pacific Cable connecting the two great divisions of the Empire, was able to render invaluable service in bringing the matter intelligently under the notice of the people of the different Australian colonies. It was gratifying to find a very deep interest taken in the success of this project, not only from a desire to be relieved from the monopoly which now exists in cable communication between the colonies and Europe, but on account of its national character, recognizing as they do the importance of direct and immediate communication exclusively through British territory between Great Britain and her outlying colonies, in the event of trouble or international difficulties, a contingency which may arise at any moment.

After much consideration it was deemed advisable to bring the subject in detail and in a formal manner under the immediate notice of the different Governments. The better to do this, Mr. Fleming prepared the memorandum which follows :—

“THE AUSTRALIA” (HOTEL),
SYDNEY, 11th October, 1893.

The Honourable MACKENZIE BOWELL,

Minister of Trade and Commerce, Canada.

(Delegate to the Australian Colonies and New Zealand).

SIR,—Since I arrived in Sydney I have obtained through the courtesy of the Premier and Postmaster General full statistics respecting telegraphy between the Australian Colonies and Great Britain. Thus enabled to present my views on the matter of the Pacific Cable, based on the latest ascertained facts, I beg leave to submit the following memorandum for the information of yourself and the several Governments.

[I have the honour to be, sir,

Your obedient servant,

SANDFORD FLEMING.

MEMORANDUM ON THE PACIFIC CABLE.

SYDNEY, NEW SOUTH WALES,
11th October, 1893.

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

As one who has taken an active interest in the proposal to connect Australia and New Zealand with Canada by a Pacific Cable, I have been impelled by a sense of duty to

visit these colonies at this juncture to inquire into all the circumstances, and, if the facts appeared to require it, to submit a respectful representation on the subject, and to appeal with all the earnestness I can command against a contemplated step which, if carried out, would, in my humble judgment, greatly lessen the commercial utility of the Pacific Cable, and render it comparatively valueless as a national undertaking.

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

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

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

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

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

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

Working, maintenance, and organization to be subject to control of the French Under Secretary of State.

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

Company to have offices in France, cable to be made in France, and to be laid, worked, and controlled entirely by French subjects.

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

Society not to cede any rights of this agreement or to amalgamate with other company unless the permission of the French Government be first obtained.

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

Transit rate, Australia to New Caledonia, to be fixed by the French Government and the Society. Maximum rate to equal 90 centimes per word.

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

Disputes to be settled by Council of State.

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

These provisions of the agreement make it plain that the telegraph from Queensland to New Caledonia will be under the absolute control of the French Government, and hence no parallel can be instituted between the new line across the Pacific, as contemplated by its promoters, and the Eastern and Eastern Extension system. The lines of that system certainly pass over portions of foreign soil, but it cannot be held that any foreign power controls the administration and management of the company's affairs. Moreover, if, owing to unavoidable geographical reasons, the wires of the Eastern and

Eastern Extension Telegraph Company necessarily touch territory which is not British, the more is it to be desired that Australia should be connected with the mother country by a line of communication which nowhere would pass over the soil of another nation, or in any sense be subject to the dictates of a foreign power.

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

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

Route No. 1.

Commencing at Vancouver Island, the cable would extend to Fanning Island, thence to the nearest island of the Fiji Group. From Fiji it may run direct to New Zealand, and thence to the Australian Continent; or it may run first to Norfolk Island, and from that point bifurcate to the northern part of New Zealand, and to a convenient point near the boundary between New South Wales and Queensland.

Route No. 2.

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

Route No. 3.

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

Route No. 4.

As in routes Nos. 2 and 3, the cable would be laid from the northern terminal point to Necker Island. From Necker Island it would extend in a direct course to Bowen, touching at Apamana—a central island of the Gilbert group—and at San Christoval, of the Solomon group. At Bowen, this route may, as in the case of route No. 3, connect with Melbourne, Adelaide, Tasmania, by the South Australian over-land line. Route No. 4 is probably the shortest possible line that can be drawn on the surface of the globe between any part of Canada and any part of continental Australia. It has the disadvantage of excluding from its telegraph service the Fiji Islands and New Zealand. To connect the latter colony a special cable from Queensland or New South Wales would be required. The Fiji Islands, however would remain without a telegraph by this route.

The distance by each route is ascertained to be as follows (details are appended):—

Route No. 1—Including both branches from Norfolk Island to New Zealand and Australia—	7,145 knots.
Route No. 2—Including branches to New Zealand and Australia	7,175 “
Route No. 3—Including both branches to Queensland and New Zealand from the Gilbert Group	8,264 “
Route No. 4—Vancouver to Bowen	6,244 “
Route No. 4A—Vancouver to Bowen, with a special cable from the mainland to New Zealand	7,310 “

COST OF THE NEW CABLE.

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

Route No. 1, estimated cost completed	£ 1,978,000
do 2, do do	1,585,000
do 3, do do	1,825,000
do 4, do do	1,380,000
do 4a, do do	1,610,000

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

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

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

The proposal then is that Australia, New Zealand, Fiji, and Canada, should be joint owners of the Pacific cable, and that it should be established and worked as a public undertaking for the common good. There is one difficulty to be met at the outset. Certain of the Australian Governments are under obligations to pay an annual subsidy of £32,400 to the Eastern Extension Company until May, 1899, and, in con-

sequence, they may not consider themselves in a position to co-operate on equal terms with the other Governments concerned in establishing a new line. This difficulty is not, however, insuperable, and in my judgment it can most readily be overcome by providing out of capital at annuity to meet the subsidy as it annually becomes due. By this arrangement the liability of New South Wales, Victoria, South Australia and Western Australia to the Eastern Extension Telegraph Company would be practically removed, and these colonies would be free to enter with Queensland, New Zealand, Fiji, and Canada into a joint agreement to accomplish the establishment of the Trans-Pacific telegraph. As will hereafter be seen, the annuity so provided to extinguish the subsidy of £32,400 a year would be met by profits accruing from the new cable. Meanwhile, all liability incurred in the raising of capital would be borne in equitable proportions by all the co-operating Governments.

To illustrate the proposal set forth, let us assume that the cable itself, say on route No. 2, requires an expenditure of	£1,600,000
To this capital add the sum needed to purchase an annuity to meet the annual subsidy of £32,400 from May, 1894, to May, 1899—five years	145,000
Total	£1,745,000

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

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

COST OF WORKING.

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

RENEWAL FUND.

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

REVENUE.

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

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

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

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

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

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

Year.	Number of words per annum.	Earnings of the cable at 2s. per word.	Year.	Number of words per annum.	Earnings of the cable at 2s. per word.
		£			£
1894.....	637,535	63,759	1900.....	1,173,176	117,318
1895.....	726,858	72,686	1901.....	1,262,439	126,244
1896.....	816,122	81,612	1902.....	1,351,703	135,170
1897.....	905,386	90,539	1903.....	1,440,967	144,097
1898.....	994,649	99,465	1904.....	1,530,230	153,023
1899.....	1,084,913	108,391			

* At the date of going to press (May 1894) it has been ascertained that the traffic for 1893 between Europe and Australia consisted of 1,306,716 words, showing that Mr. Fleming's estimate is considerably within actual results. If merely the normal increase of 14 per cent under a high tariff be added to existing business the number of words for 1894 in the table of estimated earnings which follows should be 744,828 in place of 637,599 and the earnings for the same year £74,483 in place of £63,759. Thus establishing that the estimates of revenue presented in this memorandum are in no way exaggerated.

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

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

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

Year.	Earnings of the cable 2s. 6d. per word.	The fixed Charges, including working expenses, renewal fund, and interest, being in all £144,350 per annum.	
		Deficiency.	Surplus.
	£	£	£
1897.....	113,173	31,177	.....
1898.....	124,331	20,019	.....
1899.....	135,489	8,861	.....
1900.....	146,647	.....	2,297
1901.....	157,805	.....	13,455
1902.....	168,963	.....	25,613
1903.....	180,121	.....	35,771
1904.....	191,279	.....	46,929
1905.....	202,437	.....	58,087
1906.....	213,595	.....	69,245

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

COMPARISON WITH PRESENT SUBSIDY.

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

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

† As the assumed traffic is found to be considerably within the actual traffic for 1893, the estimate of earnings in the following table should be proportionally increased.

this guaranteed payment to the subsidy, we find the payments in each case to have been £59,920 and £53,363 made as follows :—

Colony.	Subsidy and Guarantee paid.	
	For year 1891-2.	For year 1892-3.
	£	£
By Victoria.....	25,730	23,048
“ New South Wales.....	23,787	21,126
“ South Australia.....	7,966	7,213
“ Tasmania.....	1,447	1,102
“ Western Australia.....	900	874
Total sum paid.....	59,920	53,363*

*NOTE.—This does not include £825 paid by New Zealand.

These figures, obtained from official returns, make it clear (1) that the five colonies mentioned have paid, in each of the past two years, to the Eastern Extension Cable Company, (£59,920 and £53,363) sums in excess of the interest (£52,350) on the whole capital required to establish the Pacific Cable, together with the purchase of an annuity to extinguish the subsidy obligations of these five colonies; moreover the liability for interest would not be confined to the five colonies referred to, the intention is that it shall be borne in equitable proportions by all, including New Zealand, Queensland, Fiji and Canada, and in consequence would fall lightly on each. (2) That while at no time would the interest charge, distributed over nine Governments, exceed £52,350, so soon as the cable goes into operation the payments on interest account would gradually be reduced, and in a very few years would be wholly covered by surplus revenue. It is quite true that the guarantee now in force may cease any year by giving notice, and the obligation resting on five colonies to pay the annual subsidy of £32,400 will in any event terminate in 1899; but, without an alternative line under Government control, will not the Eastern Extension Company be in a position to make new demands and raise charges to the old high rates unless an extension of the subsidy be granted them?

CONCLUSION.

In connection with the estimates of revenue I have pointed out from statistical returns two elements of increase of business—(1) a normal increase under an exceedingly high tariff; (2) a very much greater increase under a lower tariff. There will be a third increase which will be due to the development of traffic with Canada and in bringing the Australian Colonies into direct telegraphic touch with the whole telegraph system of North America. At present telegraphic intercourse is insignificant, but with a 2s. or 2s. 6d. rate across the Pacific in place of a 6s. rate by a circuitous route, the circumstances will be favourable to the growth of telegraph business between the two continents, and, in consequence, the revenue to the Pacific Cable from this source will rapidly develop to large proportions.

In the foregoing estimates of revenue I have reckoned only the normal increase under a high tariff and taken no account of the greater increase which certainly will result from the charges being lowered, as proposed. I have likewise added nothing for the Australasia-North American business, the whole of which would flow to the Pacific cable. I am quite warranted, therefore, in expressing the opinion that the estimates of revenue I have presented are not exaggerated or unreasonable, and that the Pacific cable established by Government in the manner proposed would effect very important results. It would practically extinguish all subsidies now paid and render guarantees unnecessary. It would permanently establish low rates for ocean telegraphy.

It would yield a revenue which, after paying working expenses, and providing for main tenance and renewals, would make good, all interest charges on the whole cost of the undertaking from the beginning, and in a very few years would furnish large surplus earnings. I venture to think, then, that if the resolution passed by the Postal and Telegraph Conference in March last * be generally assented to in these colonies, the Governments need not hesitate in incurring the comparatively small, almost nominal liability, necessary to secure a telegraph connection across the Pacific, which every British subject will recognize to be of the greatest national and commercial value.

Appended to above Memorandum.

DISTANCES by the several routes or combinations of routes referred to in the Memorandum of Mr. Sandford Fleming, October 11th, 1893, on the Pacific Cable.

Route No. 1.

	Knots.
Vancouver Island to Fanning Island	3,232
Fanning Island to Fiji, North Island	1,715
Fiji to Norfolk Island	1,022
Norfolk Island to North Cape, New Zealand	415
Norfolk Island to Tweed mouth, near boundary New South Wales and Queensland	761
Total	7,145

Route No. 2.

Vancouver Island to Necker Island	3,431
Necker Island to Fiji	2,546
Fiji to Norfolk Island	1,022
Norfolk Island to North Cape, New Zealand	415
Norfolk Island to Tweed mouth	761
Total	7,175

Route No. 3.

Vancouver Island to Necker Island	2,431
Necker Island to Onoatoa (in the Gilbert Group)	1,917
Onoatoa to S. W. Viti Levu (Fiji Group)	980
Viti Levu to North Cape, New Zealand	1,004
Onoatoa to San Christoval (Solomon Group)	953
San Christoval to Bowen, Queensland	979
Total	8,264

Route No. 4.

Vancouver to Necker	2,431
Necker to Apamana (Gilbert Group)	1,865
Apamana to San Christoval (Solomon Group)	969
San Christoval to Bowen, Queensland	979
Total	6,244

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

Route No. 4A.

Vancouver to Bowen, Queensland (same as No. 4).....	6,244
Tweed mouth to North Cape, New Zealand.....	1,066
Total	7,310

This document I at once transmitted to the Governments of New South Wales, Victoria, Queensland, South Australia, Western Australia, New Zealand, Tasmania and Fiji, with a covering letter as follows:—

SYDNEY, N.S.W., 12th October, 1893.

To

Premier, Colony of

SIR,—I am directed by the Hon. Mackenzie Bowell, Minister of Trade and Commerce, Canada, now on a visit to Australia for the purpose of exchanging views upon the matter of trade and telegraphic communication between these colonies and the Dominion of Canada, to inclose to you herewith a copy of a communication received by him from Sandford Fleming, Esq., C.M.G., on the subject of the Pacific Cable.

As Mr. Bowell's stay in these colonies is limited—owing to the meeting of the Canadian Parliament in January—it may not be possible within so short a period to discuss fully these matters with each Government separately. I am directed to ask if your Government would be disposed to send a representative to some central point in the Colonies—to be agreed upon by the Governments—to consider the whole subject. Should this suggestion commend itself to your judgment, Mr. Bowell will be glad to attend any conference which may be arranged.

Mr. Bowell desires it to be understood that the Canadian Government is not committed to any particular scheme for the establishment of Cable communication between the Colonies and Canada, that being a subject for mutual consideration and decision.

I have the honour to be, sir,

Your obedient servant,

(Signed)

J. L. PAYNE,

Private Secretary.

The subject of cable communication between Canada and Australia was freely discussed by Mr. Fleming and myself, with the Premiers of the Governments of the different colonies and chambers of commerce in all the great centres of trade which we visited.

It was, however, impracticable at short notice for all the Governments to arrange to send representatives to meet me at some central point as suggested, and as it was not possible for me to remain sufficiently long away from Canada to visit all the different colonies interested and confer with each Government individually, it was proposed to defer full consideration of the details of the subject until the conference, assembled in Canada during the summer of 1894. To this proposal the Governments of the various colonies visited, virtually agreed.

During the discussion in New South Wales and Queensland upon the expediency and feasibility of laying the proposed Pacific Cable, the question of the subsidy which was granted by these colonies in aid of the cable between Queensland and the French Penal Colony of New Caledonia was referred to, and I was assured that that would not in any way interfere with the more important proposition then under consideration. I was informed that the subsidies to the New Caledonian line were given chiefly for local

reasons, and that neither New South Wales nor Queensland were in any way bound to assist an extension of the French line to San Francisco or elsewhere.

In submitting our views on the subject of the cable to the several Governments, we found that they had received documents in a recent despatch from the Colonial Office, London, which by their character and source were by no means helpful to the object of my mission. These documents consisted of a letter from the General Post Office London, of date July, 5th 1893, and a report from the Hydrographer of the Admiralty dated February 28th, 1887. From the copies which I append (Appendices A and B), it will be seen that the documents which confronted us raised difficulties to the establishment of a Pacific Cable, of various kinds—difficulties as to cost, traffic, and revenue, technical difficulties arising out of the physical condition of the ocean, which can only be met by the action of the British Admiralty, and difficulties which can only be set at rest by a thorough nautical survey. After spending a month in Australia Mr. Fleming proceeded direct to London with a request by me when there to make full inquiry into all these alleged difficulties, and ascertain the means by which they could best be obviated if they in reality existed to the extent described. The High Commissioner in London, Sir Charles Tupper, was requested to assist in this important duty, and the Governments of Queensland, New South Wales, Victoria and New Zealand each authorized their respective Agents General to co-operate in the matter.

Soon after Mr. Fleming's return to Canada, he furnished me with the following letter, which to my mind is satisfactory and which will, I feel convinced, be equally reassuring to the Governments of the Australian colonies :—

OTTAWA, 6th February, 1894.

The Honourable MACKENZIE BOWELL,
Minister of Trade and Commerce.

DEAR SIR,—Referring to the documents respecting the Pacific cable transmitted on September 15th last year from the Colonial Office, London, to the Australian Colonies for the information of the respective Governments, I beg leave to remark as follows :—

1st. With respect to the letter from the Secretary of the General Post Office of date July 5th, 1893.

On careful examination of the scientific calculations, the results of which are presented in the letter referred to, it is with a feeling of regret that I find the statements made, inaccurate and misleading. Calculations based on the most reliable data go to show that to obtain the working speed mentioned, viz., 12 words a minute, the weight of cable on the Vancouver-Fanning section is greatly over-stated. Moreover, I find that the post office authorities are far astray in the question of cost. When in London a few weeks back I made it my special business to consult two of the oldest cable manufacturing companies on this point. I have now received the very best assurances from them that they will be quite prepared to enter into contract to lay cables on the Vancouver-Fanning route or any of the four routes described by me in the memorandum I handed you in Sydney on the 11th of October last at prices under my estimates.

2nd. With respect to the report of Captain Wharton, Hydrographer of the Admiralty, dated February 28th, 1887.

It will be noticed that this report is about seven years old and I need scarcely say that during these seven years much light has been thrown on the advantages of a Pacific cable and the necessity for its establishment. In this report Captain Wharton argues against a Pacific cable and in favour of maintaining telegraphic connection between England and Australia by one route, that is to say, by the lines of the Eastern and Eastern Extension Telegraph Company. Arguments which he used are much the

same as those advanced by Sir John Pender, chairman of these companies, at the time of the colonial conference of 1887. The arguments were conclusively answered by delegates during the discussions, as the proceedings of the conference clearly show. If further evidence is necessary to bring out the peculiar advantages of a Pacific cable, I may be permitted to refer to the remarks which I submitted, as delegate of the Board of Trade of the city of Ottawa, to the Second Congress of Chambers of Commerce of the Empire held in London in 1892. I venture to add that with the light of added experience and under the new conditions which have sprung up, I doubt if Captain Wharton or any other British officer would write the same report to-day. It seems to me unfair to that gentleman, to reproduce an old document perhaps hastily written with but little data before him, and hold him responsible at this hour for the opinions which he then expressed.

Yours faithfully,

SANDFORD FLEMING.

In this letter Mr. Fleming appears to have effectually met the technical difficulties raised by the chief electrician of the British post office.

With respect to the arguments set forth in the report of the hydrographer of the Admiralty, he points out that the report is of earlier date than the Colonial Conference held in London in 1887, when the same arguments were fully refuted during the discussion. The report of Sir Alexander Campbell to His Excellency the Marquis of Lansdowne, dated July 12th, 1887, is the best authority for stating that the arguments used against the project were conclusively answered seven years ago:

The report of Sir Alexander Campbell is so instructive and generally so important in respect to trade and telegraphic intercourse between Canada and Australia, that I deem it proper to append it hereto in so far as it bears on the subject (Appendix C).

For the same reason I append two other documents intimately bearing on the questions raised. The first is a memorandum by Mr. Fleming, dated September 26th, 1887, respecting the proposed telegraph to connect Australia and India with England by the Canadian route (Appendix D). The second is an address by the same gentleman, to the Second Congress of Chamber of Commerce of the Empire, held in London in 1892 (Appendix E). In the first, his object is to meet difficulties raised by the Imperial Postmaster General in connection with the Eastern Extension Telegraph Company, and in the second he discusses the value of a Pacific cable in the protection of Australian trade and commerce in time of war.

With respect to the nautical survey which has been incidentally mentioned, I have had prepared a statement which I likewise append (Appendix F). This statement shows that the survey commenced in 1888, was stopped in 1890 and has never been resumed. I have pointed out to the Australian Governments the apparent unwillingness of the Admiralty to carry out the necessary nautical examination and that it may be expedient when the conference meets to complete it by other means.

The exclusively French character of the line between Australia and New Caledonia will be learned on reference to the conditions and terms under which the French Government granted aid towards its establishment. I append a translation of the agreement (Appendix G), which, in addition to the fact that the line runs through a foreign country, renders it inadvisable for any British colony to aid the scheme with a view to making it a through cable between Australia and Canada.

A map is attached showing the several routes proposed for steamship and cable service between Canada and Australia.

All of which is respectfully submitted.

M. BOWELL.

OTTAWA, 20th February, 1894.

APPENDIX A.

GENERAL POST OFFICE, LONDON, 5th July, 1893.

SIR,—The Postmaster General directs me to reply to your letter of the 3rd December last on the question of the construction of a submarine cable between Vancouver and Australasia.

For a cable to land only on territory under British protection or belonging to the British Crown, the route which would be selected would probably be as follows:—

	Distance in knots.
Victoria, Vancouver Island to Fanning Island.....	3,298
Fanning to Canton Island.....	845
Canton to Fiji.....	1,130
Fiji to the Bay of Islands, New Zealand.....	1,080
	—
	6,353
	==

The total distance is 6,353; but to ascertain the length of cable required, it is necessary to add 20 per cent for slack, making 7,623 knots.

For the sections between Fanning Island and New Zealand the engineer in chief of this department thinks it would suffice to use a cable of which the core would consist of 130 pounds of copper and 130 pounds of gutta percha to the knot; and, with the information at present at his command, he estimates the cost of making and laying it at about £150 per knot, or say £549,900 for the three sections.

On the Vancouver-Fanning section he is of the opinion that, to secure even the moderate working speed of 12 words a minute, the cable must have a core of 940 pounds gutta percha to the knot; and the cost of manufacturing and laying such a cable would probably be about £600 per knot, or say, £2,374,200. The total cost of the whole line from Vancouver to New Zealand would thus be about £2,924,100.

There would be no novelty in laying or maintaining cables of the type required between Fanning and New Zealand; but a cable like that which would be required between Vancouver and Fanning has never yet been laid. The heaviest core in any existing cable contains only 400 pounds copper and 400 gutta percha to the knot. It may well be doubted therefore whether, with existing appliances, the Vancouver-Fanning section could be either laid or maintained.

If it were found possible to establish the communication it would be necessary to its proper maintenance that a ship, especially constructed for the purpose, should be stationed in the Pacific, and that depots of coal, spare submarine cable, and other stores should be established at various points.

As to the financial aspect of the question, it is not possible, where everything is so problematical, to prepare a trustworthy statement. If the charges of telegrams to and from Europe were the same as the charges by the existing route, the annual revenue proper to the new line could scarcely, at first, or indeed for many years exceed £70,000 a year. Interest at 4 per cent on the capital of £2,924,100 would be £116,964, a sinking fund at 4 per cent to replace the capital in 25 years would take £70,000 a year; and the cost of maintenance and working could not well be estimated at less than £40,000 a year. There might thus be annual expense of £227,164 as compared with a revenue of £70,000, leaving a deficiency of £157,164 to be made good by subsidies.

Her Majesty's Government give no subsidy in respect of the existing cables.

If it were not necessary to land the cables in all cases on British territory, a line of communication between North America and Australasia could be established for a

smaller sum. Thus the first section might be laid from Vancouver or from San Francisco to Ohio in the Sandwich Islands, and the core of this section of the cable need not exceed 400 pounds of copper and 400 pounds of gutta percha to the knot.

It seems unnecessary, from the point of view of Imperial interests, to go further into this plan; but it may be well to refer to a misconception on the part of some of those with whom it finds favour. Met with the objection that a cable landed on foreign territory might be of little use for the defence of the Empire, they replied that the difficulty is provided for by an International Convention under which all cables are made neutral in time of war. This is not the case. The only International Convention relating to the protection of submarine cables is that which was made at Paris on the 14th of March, 1884; and if reference be made to the copy of the Convention annexed to the Submarine Telegraph Act, 48 and 49 Vic. ch. 49, it will be seen that it contains no provision for the neutrality of cables.

I am, &c.,

(Signed) J. C. LAMB.

The Under Secretary of State for the Colonies.

APPENDIX B.

REPORT BY THE HYDROGRAPHER ON A PROPOSAL TO CONNECT VANCOUVER ISLAND AND NEW ZEALAND BY A SUBMARINE TELEGRAPH CABLE.

Looked at from an Admiralty point of view the sole advantage of a submarine cable across the Pacific would be the power of communication afforded with ships at Honolulu, and the Fijis and surrounding groups. This advantage cannot be considered as, in time of peace, great; and it would not appear in time of war to be important, as the Fijis are the sole possession affected.

From an Imperial point of view any alternative line of communication with our possessions must be of value, but there are grave drawbacks to this present proposal. It has been gradually recognized that in order to minimize the effects of breakdowns on a submarine cable, the individual lengths between the landing places should be as short as possible, in order that the time lost by bridging over a steamer until the repairs can be made good should be reduced to a minimum. Now the proposed line would not only be made up of the longest length of submarine cable known, but the state of trade and the calling places is such that steamers might not be available for temporary service in case of a messenger vessel being required.

From a commercial point of view, its success must depend upon 1st, the amount of traffic likely to be set up between America and Australia, and 2nd, how far the company could afford to compete with the existing line already duplicated. So far as my knowledge goes the half of the present traffic from England and the traffic to accrue from America, would afford a poor prospect of an income without a heavy subsidy from Government, seeing especially the probable difficulties of laying and maintenance. These will be alluded to hereafter.

The existing communication with Australia is already good. It touches Portuguese territory at Lisbon and Dutch Java, and passes through Egypt at the Isthmus of Suez, otherwise it is wholly in British territory. The lines are British lines, worked by British clerks and cypher messages are therefore no more likely to be tampered with than if such landing places were British. The communication is duplicated throughout (though in some cases by an alternative route not so entirely in British hands) to Australia. Between Australia and New Zealand the line is single.

The different sections are as follows :

Present line of communication (1892).

	Miles.	
England to Lisbon.....	725	Duplicated by a line calling at Vigo.
Lisbon to Gibraltar.....	295	Duplicate cables, also land line.
Gibraltar to Malta.....	980	Duplicate cables, also land and sea lines <i>via</i> Sicily.
Malta to Alexandria.....	819	Duplicate.
Alexandria to Suez.....	135	Land line (Egyptian).
Suez to Aden.....	1,308	Quadruple.
Aden to Bombay.....	1,637	Triplicate.
Bombay to Madras.....	560	Land line (a third route to Bombay from Europe through Persia).
Madras to Penang.....	1,270	Duplicate cables. Also land line through British India.
Penang to Singapore.....	375	Duplicate.
Singapore to Banjoewangie.....	880	Duplicated by line to Batavia and land line in Java.
Banjoewangie to Australia.....	1,045	Duplicate cable to Port Darwin. A third to Roebuck Bay.
Port Darwin to Sydney, Roebuck Bay to Sydney.....	1,980	Two separate land lines.

In the event of both lines breaking simultaneously on any section, the greatest length to be bridged over is 1,600 miles, from Aden to Bombay, where numerous steamers are available.

The Pacific line would touch foreign territory at one point only—the Sandwich Islands, and would be made up of the following lengths:—

Proposed communication *via* Canada and the Pacific (1892).

	Miles.	
England to Cape Breton <i>via</i> Newfoundland.....	1,865	Triplicate.
Cape Breton to Vancouver Island.....	2,712	Land line.
Vancouver Island to Fanning or Washington Island..	3,220	} 5,940 miles cable to be laid.
Washington Island to Phoenix Island.....	790	
Phoenix Island to Fiji.....	920	
Fiji to New Zealand.....	1,010	
New Zealand to Sydney.....	1,125	Duplicate.

It will be observed that the total distances to Sydney are in either case identical, but that the 7,425 miles of Pacific is in only 5 sections all of great length.

On the roseate view expressed by the promoters on the question of laying the cable, I would remark as follows:—

That very few soundings exist on the actual line proposed.

That the soundings near this line show that the depth would be unusually great, and therefore unfavourable for repairing.

That the probabilities of sudden inequalities of the bottom are very great in such an island studded sea, and that such inequality would be also unfavourable to the maintenance of the cable.

(It would require a long minute search by a vessel specially fitted for sounding before the best route could be selected),

It is very doubtful therefore what the ultimate cost of the undertaking may be, and even at the estimate now made (£2,000,000) it is more than doubtful whether it could possibly be made to pay. As a single line of submarine telegraph has never yet been found to answer commercially, it would probably be necessary to duplicate this one, this would cost about one and a half millions sterling extra.

My general conclusion is that if the Government is to aid in a substantial manner any scheme for multiplying the lines of communication to Australia, it should be in the direction of triplicating, by means of sea cables, those portions of the existing route which are now duplicated by foreign land lines.

W. J. WHARTON,
Hydrographer.

Admiralty, 28th February, 1887.

APPENDIX C.

THE COLONIAL CONFERENCE OF 1887.

REPORT OF SIR ALEXANDER CAMPBELL, K.C.M.G., REPRESENTATIVE (JOINTLY WITH MR. SANDFORD FLEMING, C.M.G.), ON BEHALF OF THE DOMINION OF CANADA.

To the Honourable

The Marquis of Lansdowne, Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY ;

On the 9th March last you were pleased by Order in Council to appoint me to "represent Canada at the Conference, summoned by Her Majesty's Government in the despatch from the Right Honourable Mr. Stanhope, dated the 25th of November, 1886, to assemble in London in the early part of the present year, at which matters of common interest to all portions of the Empire might be fully considered."

In obedience to your Excellency's directions I lost no time in proceeding to England, where I arrived on the evening of Saturday, the 2nd of April.

On Monday morning (the 4th of that month) the first meeting of the Conference took place.

Mr. Fleming, who had been subsequently to my leaving Ottawa, united with me to my great gratification in the representation of Canada, reached London that morning.

The second important object for which Her Majesty's Government had assembled the Conference was stated in Mr. Stanhope's circular despatch, above referred to, to be second only to that of defence.—"The promotion of commercial and social relations by the development of our postal and telegraphic communications."

In the discussion of this question, my colleague, Mr. Fleming, after reviewing the history of the efforts that had been made by the Imperial Government towards establishing a line of communication between the Atlantic and Pacific seaboard and the steps by which the Canadian Pacific Railway had been brought to a successful completion, explained to the Conference the ways in which the new route to the East might be utilized for Imperial purposes.

These, he said, would be in effect two :—

1st. As a postal and passenger route from England to Asia and Australia ; and
2nd. As a protected telegraphic route between England and every one of the self-governing colonies and also to India.

As a postal and passenger route he said that the presence on the Pacific of a number of large vessels of high speed and specially constructed with a view to the Admiralty requirements, could not fail to be in time of war of an immense advantage, whilst in times of peace the development of commercial activity and of the general interests of the Empire in the Pacific were of such importance that no time should be lost in initiating a service so pregnant with great possibilities.

The principle of growth was one familiar to all colonists, one in which they had faith, but there must be a beginning—the seed must be sown. By the establishment of a weekly or even a fortnightly line of steamers there was no reason why we should not confidently anticipate a similar development to that which living men remember to have taken place on the Atlantic.

The people of Canada, Mr. Fleming said, would hail with great satisfaction the sympathetic co-operation of the Imperial Government and of the Governments of the Australian Colonies in an effort to call into existence a new field for commercial enterprise, an effort well calculated to strengthen British interests and secure their predominance on the Pacific. Canada, although she had already expended an enormous sum in rendering the new Imperial postal services possible, would be prepared to render still further substantial aid.

At the sitting of the Conference next day Mr. Fleming took up the question of the utility to the Empire of a telegraphic route through Canada to the East. A direct telegraphic communication was, he said, necessary, between Canada, India and Australia, unless the young mercantile marine on the Pacific was to be ruinously handicapped, and the successful development of commerce rendered impossible. The heavy charges rendered necessary by the circuitous route and frequent repetition of messages by the existing telegraph line, made it of little or no use to business men on opposite sides of the Pacific.

But beyond the promotion of commercial and social relations were other considerations of the highest importance. Great Britain was to-day dependent for telegraphic communication with Asia, Africa and Australia, on the friendship of Turkey—a power whose position was always critical and whose Government appears continually exposed to impending disaster.

Canadian patriotism and enterprise had opened up direct telegraphic communication between London and Vancouver, whence cables could be laid which would put the Australian Colonies and New Zealand in direct communication with London, without passing over any soil not British. From Australia the existing cables connect with India and South Africa, thus providing the Home Government with the means to telegraph to every important British colony and dependency around the globe without approaching Europe at any point.

For these reasons Mr. Fleming considered the establishment of a telegraph between Canada and Australia a question worthy of very earnest consideration, and expressed the great gratification that he felt in its having been brought to the notice of the conference by the Secretary of State for the Colonies.

Mr. Fleming then, at some length, conclusively answered the objections that had been raised by Mr. Pender chairman of the Eastern Extension Telegraph Co. to the establishment of a direct cable between Canada and Australia.

I was so much struck by the importance of Mr. Fleming's statements that I strongly urged upon him the advisability of preserving them in order that they might be laid before Your Excellency's Government. They were listened to with the greatest interest and led to a more complete appreciation of the advantages and possibilities of the Canadian route for postal, telegraphic and general communication with the East than had before existed among the members of Her Majesty's Government or those of the Colonial Conference. Mr. Fleming was kind enough to comply with my request, and I have the pleasure to submit his remarks in full.

Mr. Fleming has not yet returned to this country, and I have not the opportunity of seeking his revision of, or concurrence in this report. His absence, however, affords me the great satisfaction of enabling me to acknowledge with much gratitude, the assistance I derived, during the whole of the continuance of the Conference, from his able and zealous services.

All of which is humbly submitted by Your Excellency's
Most obedient servant,

A. CAMPBELL.

OTTAWA, 12th July, 1887.

5a-6½

INCLUDED IN THE REPORT OF SIR ALEXANDER CAMPBELL.

Being remarks submitted at the Conference by Mr. Sandford Fleming, on the Development of Postal and Telegraphic Communications by the Canadian route.

TUESDAY, 19th April, 1887.

Having given some attention to the question of postal and telegraphic communication, I avail myself of the privilege afforded me of submitting my views to the Conference.

The Right Hon. the Chairman, in his opening address, suggested that it is desirable to consider improved communication as a whole, so as to bring into view a complete system. In the remarks which I now propose to submit, I shall endeavour to keep that suggestion prominently in view, although, perhaps, being associated with Canada, and more familiar with the thoughts and hopes of the Canadian people, it is not unnatural that I should speak more particularly of the position which the Dominion occupies in relation to the Empire and its needs.

The question cannot be considered without reference to the relative geographical position of the great self-governing colonies. These are situated in three distinct Continents—America, Africa and Australasia. According to our ordinary habit of thought, Canada, in the western hemisphere, and Australasia, in the eastern, are at opposite ends of the Colonial Empire, and are as far asunder as it is possible on this globe for two countries to be situated. We all know now that this is a mistaken idea, nevertheless it exists, and it is due greatly to the circumstance that immigration from Europe takes opposite directions to Australasia and to Canada. In consequence of this circumstance, the two sets of colonists have been completely separated, and they now find themselves perfectly distinct, without any social, commercial, or political intercourse.

There are those in Canada, and, I doubt not, there are those in Australasia, who have taken a somewhat enlarged view of the situation. They have seen that while the emigrant from England to New Zealand traversed 180° of longitude east, and the settler in Western Canada passed over 120° of longitude west, the two are nevertheless not separated by the sum of the two distances. By actual journey they are undoubtedly 300° of longitude from each other, but by actual fact they are only 60° asunder.

True, the sixty degrees of longitude which separates them, when it comes to be measured, is increased in mileage somewhat owing to another circumstance, but the application of science comes to our aid in connection with this question. If we resort to the agencies of steam and electricity, the people of Australasia and the people of Canada may, for all practical purposes, become neighbours. And why, it may be asked, should they not be neighbours as far as it is possible for art and science to make them? Are they not one in language, in laws, and in loyalty? Have they not substantially the same mission in the outer Empire, and would they not, as good neighbours, supporting each other, and with their energies directed to a common cause, be of great advantage to each other? Would they not, so united by friendly ties, add strength to the power to which they owe a common and willing allegiance?

If we have discovered ourselves in Canada to be much nearer our sister colonies in Australasia than we ever before supposed, we have also awakened to the knowledge that there is no land between us and Asia, that we look across the Pacific to India, and that to reach the east the true path is to go west.

These facts are recent revelations to many of us, and I ask your indulgence while, as briefly as I can, I relate the leading circumstances which have brought Canada to realize her new position—a position not any longer at the far extremity of the colonial system, but midway between the British Islands on the one hand and her rich colonies and dependencies in the Pacific and Indian Oceans on the other.

I think it will be obvious, from the few facts and dates which I desire to submit to you, that it is in no small degree owing to the benign influence of the Home Government, bearing on the people of the Canadian provinces for many years back, that British America has advanced step by step, and that successive administrations have from time to time been enabled to consolidate British interests on the Western Continent. The more recent efforts have succeeded in constructing improved means of communication

between remote parts of the country, they have overcome obstacles once deemed insuperable, and their efforts have culminated in establishing across the widest part of North America a great national railway, destined, we believe, to become an essential factor in the defence and future prosperity of the Empire.

For a moment I shall refer to the records of history.

In the reign of King William IV., the Home Government, solicitous for the safety of British America, granted £10,000 to be expended on exploration for a railway from the Bay of Fundy to Quebec. The survey was intrusted to Captain Yule of the Royal Engineers. This was in 1836, fifty-one years back.

In 1839 an appropriation was voted by the Imperial Parliament for a military road through New Brunswick, leading to Quebec.

In 1843 the Imperial Government directed further surveys for a military road, having in view the same object.

In 1846 the then Colonial Secretary, Mr. Gladstone, issued instructions to the Royal Engineers to make a survey for a railway from Halifax to Quebec. At this date the Imperial Government was strongly impressed with the importance of this work, in a political point of view, as being essential for the military defence of the British American possessions.

Sir John Hervey, in opening the Legislature of Nova Scotia in 1847, spoke of the Halifax and Quebec Railway as being not second to any project which had ever engaged the notice of any Colonial Legislature in any part of the British Dominions, and which would "constitute the most important link in that great line of communication which may be destined at no remote period to connect the Atlantic and the Pacific Oceans." I quote the exact prophetic words used by the Queen's representative forty years ago.

A letter from the Colonial Secretary (10th March, 1851) made mention of the strong sense entertained by the British Government of the extreme importance, not only to the colonies directly interested, but to the Empire at large, of providing for the construction of a railway by which a line of communication might be established on British territory.

The Home Government despatched in 1857 a scientific expedition to examine the interior of British North America, extending from the settled portions on the St. Lawrence westerly to the Rocky Mountains, with the view, among other things, of finding a route for a great line of communication within British territory to the Pacific coast.

Some years later the Home Government took active steps to arrange with the Hudson Bay Company for the surrender of its territorial rights, and encouraged the then province of Canada to acquire those rights and assume authority over the vast region occupied only by scattered tribes of Indians.

In 1867 the Imperial Parliament passed an Act by which the several British-American provinces were united, and the Dominion of Canada formed. One of the essential conditions was that the confederated provinces should construct a railway from Halifax to Quebec, the Imperial Government assisting so far as to guarantee the interest on three millions (£3,000,000) of its cost. A further provision of the British North America Act was the entrance of British Columbia into the Confederation, and the construction of a railway across the continent to the Pacific coast.

It will be manifest from this brief reference to historical facts that there has been a continual solicitude on the part of the Home Government for the maintenance and extension of Imperial interests in North America. That it was deemed of the greatest possible importance to establish the best means of communication (1) between the fortresses of Halifax and Quebec, separated by 700 miles, and (2) between Quebec and the Pacific coast, some 3,100 miles. That Canada, in deference to Imperial wishes and needs, has adopted the policy of establishing these great lines of communication, and that she has steadily pursued that policy, step by step, until the present time.

It will be borne in mind that the population of Canada is comparatively small, confined for the most part to the older provinces. This limited population has incurred an enormous expenditure in overcoming obstacles of very great magnitude in opening up for colonization the fertile region recently acquired. She has had no little difficulty and incurred no small outlay in connection with the Indian population, but the

greatest and most costly of all her undertakings has been the railway across the continent; and, in establishing this undoubtedly great work, she has been impressed with the conviction that she was promoting the general interests of the Empire, and contributing not a little towards its consolidation and defence.

There is now a continuous line of railway from Halifax to the Pacific, entirely on British soil. The Pacific Railway was opened for public use last year. Eight months before it was opened for public traffic the last rail was laid; but the last rail had not been laid many days when a consignment of naval stores passed through to the station of the North Pacific fleet, from Halifax. The time occupied on the then unfinished railway was seven days and a few hours, from tide water of the Atlantic to Esquimaux. Without the railway it would have taken some three months to have sent the same stores in a British bottom to their destination. This one fact must be recognized as of striking significance, as it clearly shows the immense political value of the Canadian Pacific Railway. This new line practically brings what was once the most remote naval station, in the most distant colony of the Empire, within about two weeks of Portsmouth.

I will not venture to take up your time by dwelling upon the naval and military and political importance of the Canadian Railway to the Pacific. The highest authorities in England have testified to its value to the whole Empire. I only desire to draw attention to the fact that it is the outcome of a policy initiated by the Home Government and continually pressed on Canada by the Home Government. This great Imperial line of communication is the growth of half a century; it has been established by the Canadian people without cost to England. Even the expenditure made by the Home Government on the preliminary surveys for the line between the fortress of Halifax and Quebec has been refunded. The railway across the continent has involved an expenditure of £48,000,000, of which about £24,000,000 (the exact amount is £23,966,000) has been paid by the Government of Canada in subsidies, or without prospect of return.

Canada does not ask to be relieved of any of the burdens she has assumed; she brings all her costly works as a contribution to the common defence, and she desires that they may be made available in the most advantageous manner to the Empire.

There are several ways in which the line through Canada may be at once utilized for Imperial purposes. I may mention the following three, viz.:

1. As a postal and passenger route from England to the Australasian Colonies.
2. As a postal and passenger route from England to Asia.
3. As a telegraph route, protected by the British flag, from the seat of Government in London to every one of the self-governing colonies, and also to India.

IMPERIAL POSTAL ROUTE.

First, as a postal route. In your opening address, Sir, you referred to the possibility of reinforcing the navy with fast merchant steamships. You pointed out how desirable it would be in the event of war to have the means of strengthening the fleet by the addition of fast cruisers with armaments ready prepared.

It is suggested that mail lines be established from Vancouver, the western terminus of the Canadian Pacific Railway, and that the ships employed be of high speed, specially constructed to meet the requirements of the Admiralty with respect to cruisers, and with the most approved accommodation for passengers.

It is obvious that a sufficient number of such ships for the two postal services across the Pacific, available as armed cruisers, would be of immense advantage in any emergency, while at ordinary times they would be actively engaged in the development of commerce.

It is calculated that, by powerful steamships of this class, the mails could be carried from England to Australia and Asiatic ports in considerably less time and at less cost than they are now conveyed; and it cannot be doubted that the establishment of such lines would develop commercial activity, and promote the general interest of the Empire on Pacific waters. It is not necessary to abandon the old postal routes in order to

establish the new, but it is important that no time be lost in initiating a service so pregnant with possibilities.

The principle of growth is familiar to all colonists : it is one in which they all have faith ; but there is one essential preliminary—there must be a beginning! Seed must be sown !

If it be not practicable at once to place on the two routes across the Pacific weekly lines of steamers, let it be so arranged that they will leave at wider intervals. If we cannot have 52 departures a year, let us have at first 26. Rather begin with a service of first-class steamships leaving every two weeks than none at all. There are those in this room who can well remember the time when the service between Europe and America was confined to one line of small steamers leaving once a fortnight. We all know to what gigantic proportions that service has now grown. May we not confidently look to similar results on the Pacific ?

Thus, by means of improved lines of postal communication across the Pacific, could the Empire take advantage of the facilities offered by Canada. All must admit it to be in every way desirable, that commercial and other relations of intimacy should spring up between the great colonies now represented in this room. The establishment of a direct postal service such as suggested would plant the germs of a commerce which in a few years may develop into a magnitude now little dreamed of. I need scarcely say that the people of Canada would hail with great satisfaction the sympathetic co-operation of the Imperial Government and the Governments of the Australasian Colonies in an effort to call into existence a new field for commercial enterprise—an effort which is well calculated to strengthen British interests, and establish British predominance on the Pacific. The question is a practical one of common concern to all ; and I feel warranted in saying that, although Canada has already from her own unaided resources sunk an enormous amount in rendering the new Imperial postal services possible, she will be prepared, as Sir Alexander Campbell will explain to you, still further to render substantial aid.

WEDNESDAY, April 20th, 1887.

THE CANADIAN TELEGRAPH ROUTE.

Yesterday I referred to the value of the Canadian Pacific Railway as a postal route to Australasia, and to the British dependencies in Asia. The other means by which the public works of Canada may be turned to the use of the Empire is as a telegraph route. There can be no efficient intercourse nowadays without the telegraph. The Chairman, on the first day of the Conference, quoted from an excellent authority to show that general mercantile business cannot be economically conducted without the telegraph, that, in fact, the telegraph is an indispensable auxiliary to all commercial transactions between persons separated by distance. In this view I do not see it possible that any profitable business intercourse can spring up between Australasia and Canada without a direct telegraphic connection. It is quite true that already telegraph wires extend from Canada to England and from England to Australasia ; but imagine for a moment business men on opposite sides of the Pacific being obliged to communicate with each other by sending messages round the globe no less than five-sixths of its whole circumference !

The heavy charges by the circuitous route, the delays and the risk of errors consequent on the numberless repetitions in the transmission of messages, would prove such an impediment to the general intercourse as to render the existing line by way of Europe of little or no use. It could only be resorted to in extreme cases.

There cannot be a doubt that, if there are to be more intimate relations, if any progress is to be made towards a closer union or intimacy of any kind, the first thing to be thought of is a direct telegraphic connection ; without it the young mercantile marine of the Pacific would be ruinously handicapped, and the successful development of commerce rendered impossible.

But beyond the promotion of commercial and social relations, there are other considerations of the highest importance.

It is only necessary to look at a telegraph map of the world to see how dependent on foreign powers Great Britain is, at this moment, for the security of its telegraphic communication with Asia, Australasia, and with Africa—in fact, it may be said that the telegraphic communication between the Home Government and every important division of the Empire, except Canada, is dependent on the friendship (shall I say protection?) of Turkey. Is not Turkey continually exposed to imminent danger from within? Is she not in danger of falling a prey to covetous neighbours, whose friendship towards Great Britain may be doubted? What has it cost in British blood and treasure to obtain the good-will and give strength to a power so weak? And yet the Ottoman Government, on which we depend for communication with India and Australasia, appears continually exposed to impending disaster.

The Suez route has proved convenient in the past, and it may prove useful in the future, but when our object is to strengthen the colonial system, is it wise to be so dependent on a power the condition of which is so critical?

I venture the remark that the patriotism and enterprise of Canada has opened up the way by which the British Empire may be placed entirely independent of any foreign power with respect to its telegraphic communications.

The western terminus of the Canadian Pacific Railway—Vancouver—is in telegraphic communication with London. Communications have passed between London and Vancouver, and replies returned within a few minutes. From Vancouver cables may be laid to Australasia by way of Hawaii, or they may be laid from one British Island to another, and thus bring New Zealand and all the Australasian Colonies directly into telegraphic connection with Great Britain, without passing over any soil which is not British, and by passing only through seas as remote as possible from any difficulties which may arise in Europe.

Again, India can be reached from Australasia by the lines of the Eastern Telegraph Company; South Africa can be reached through the medium of the Eastern and South Africa Company; and thus, by supplying the one link wanting, the Home Government will have the means provided to telegraph to every important British colony and dependency, around the circumference of the globe, without approaching Europe at any point.

I respectfully submit that the establishment of a telegraph from Canada to Australasia is, for the reasons given, a question well worthy of earnest consideration; and as a Canadian, it is a matter of great gratification to me that it has been brought, by the Secretary of State for the Colonies, to the notice of this Conference.

My own views are given at some length in printed documents, which have been circulated within the past few days. I need not, therefore, take up your time further in expounding them. I will only notice very briefly the letters of Mr. John Pender, which have also been placed in the hands of members of the Conference. Mr. Pender speaks on behalf of the existing telegraph companies, of which he is chairman, and it is not unnatural that he, and they, should be hostile to a new line which would undoubtedly destroy their monopoly, and reduce the exceedingly high charges which they have so long enjoyed.

Mr. Pender objects to the proposal to connect Canada with Australasia, telegraphically, on several grounds. He states that the line "would necessarily consist of long stretches, across enormous and practically unsurveyed depths, terminating in coral reefs," and he leaves the impression that the project is impracticable, or next to impracticable.

In Canada, and I doubt not in the Australian Colonies, we have learned to disregard objections of this kind. At one time it was declared by a very high authority, an Imperial scientific officer specially commissioned to examine and report, that it was quite impracticable to establish a railway through the territories now forming the Dominion. This officer was not chairman of any company whose profits were at stake; he was an able, earnest man with a deservedly high reputation. He was assisted by a staff of scientists equally able and reliable, who were engaged with him in exploring the country for a period of four years. I shall give a paragraph from his report, addressed in 1862 to His Grace the Duke of Newcastle, then Colonial Secretary:

"The knowledge of the country on the whole would never lead me to advocate a line of communication from Canada across the continent to the Pacific, exclusively on British territory. The time has now for ever gone by for effecting such an object, and the unfortunate choice of an astronomical boundary line has completely isolated the central American possessions of Great Britain from Canada in the east, and also debarred them from any eligible access from the Pacific coast on the west."

Notwithstanding this exceedingly discouraging declaration, the work has been grappled with and the railway is constructed, and, I may add, that a magnificent train service, with appointments for the most luxurious travellers, passes over it every day in the week.

Is it surprising that colonists are disposed to reserve their judgment when any project of a similar kind is pronounced even by good authority to be impracticable?

It is perfectly true that our information respecting the Pacific Ocean is incomplete, but so far as it goes there is nothing on which to base an unfavourable opinion. Two years back I personally looked with attention into the whole matter, and I put on record the conclusion at which I arrived. I beg leave to read a paragraph from a published letter which I addressed to the Premier of Canada, Sir John Macdonald, October 20th, 1885 :—

"There are, indeed, extensive coral reefs in the central and southern Pacific ;
 "but the most authentic hydrographic information establishes that those reefs are
 "generally in great groups, separated by wide and deep depressions free from ob-
 "structions. It is further revealed by the latest bathymetric data that those
 "depressions or troughs present (as far as ascertained) a sea floor precisely similar
 "to that of the Atlantic, so suitable for submarine telegraphy. Those ocean de-
 "pressions, alike by their geographical position and their continuity, open up the
 "prospect of connecting Canada and Australia by a direct cable."

Mr. Pender says that a telegraph from Canada to Australasia would not benefit the colonies, and that "it would be inimical to the interests of the telegraphing public."

It is not at all necessary to occupy your time at any great length in refuting this contention. I shall only remark that the Canadian Pacific Railway Company have made arrangements to transmit all Australasian telegraph business over their wires across the continent for twopence half-penny (2½d.) per word, and that the ordinary charge across the Atlantic is sixpence (6d.) per word, making a total charge of eightpence half-penny (8½d.) per word from Vancouver to London. Vancouver is 5,500 miles from London, and the nearest point of Australasia is 6,500 miles from Vancouver. Vancouver to London is therefore the shortest half, but if the actual charge for transmission on the short half be 8½d., at the same rate messages sent the whole distance should be a little more than double, or say 1s. 8½d. per word. On reference to the published tariff of the company, represented by Mr. Pender, I find that the charges for ordinary messages are as follows, viz. :—

London to New South Wales.....	9s. 6d.
" Queensland.....	9s. 9d.
" South Australia.....	9s. 4d.
" Victoria.....	9s. 4d.
" Western Australia.....	9s. 4d.
" Tasmania.....	9s. 11d.
" New Zealand.....	10s. 6d.

From this it appears that the lowest charge for the transmission of ordinary messages, by the existing line, to any one of the seven colonies, is nine shillings and fourpence (9s. 4d.) per word.

I ask if a reduction from 9s. 4d. to 1s. 8d. per word would be inimical to the interests of the telegraphing public, and no benefit whatever to the colonies?

I have based the comparison on the actual Atlantic charges at the present time, and on a decision deliberately arrived at by the board of directors of the Canadian

Pacific Railway Company with respect to Australasian business. On this basis I have reckoned one shilling per word for the Pacific service, but even if that rate be doubled it needs no words of mine to prove that the gain to the telegraphing public and the colonies would be enormous.

I am sanguine enough to believe that the moment Canada and Australasia are telegraphically connected there will be a wonderful development of telegraphic activity, and business will far exceed present conceptions.

Mr. Pender alludes to the Pacific as if its depth was a serious objection to telegraphic submersion. The soundings which have been made on the route to be traversed go to show that the greatest depth is from 3,000 to 3,100 fathoms. This is indeed greater by about 100 fathoms than the depth of waters in which cables have been successfully laid, but the excess is trifling. I must, however, bring to your notice that the depth is itself an element of security. The cables in deepest water at the present time are those of the Brazilian Submarine Telegraph Company,* and it is a singular fact that this company, with cables sunk to a depth of 2,960 fathoms, has paid far less than any other company for cable repairs. This company owns to-day some 7,340 nautical miles of cable; if I am correctly informed, it has never owned a repairing ship, and I believe it has only carried out two or three repairs in the thirteen years it has existed.

Does not this go far to establish that telegraph cables are by far the most secure in deep water? Only cables in shallow water, such as those of the Eastern and Eastern Extension Companies, are exposed to the ravages of marine insects, and, in consequence, continually need repair and renewal.

Mr. Pender urges that in case of war it would be impossible to protect cables laid across the Pacific. I venture to inquire, would it not be infinitely more difficult to protect the cables and the land lines of the companies represented by that gentleman? Look at the telegraph map of the world and judge of their respective security. The lines of the Eastern and Eastern Extension Companies have stations in three foreign countries—Portugal, Egypt and Java—one under the sovereignty of Turkey, the latter that of Holland. All, or nearly all, the cables of these companies are laid in shallow water, and nothing could be easier than to drag them to the surface anywhere. From England to Egypt they skirt every country in Southern Europe, and are exposed at every point for the whole distance.

The Pacific cables, on the other hand, would not be so exposed. They would be far removed from every country likely to prove hostile to England, they would be laid in deep water, as the Atlantic cables are, and they would be laid under circumstances which would render it no easy matter for a foreign ship to find them.

Mr. Pender contends that the cables of his companies would "be the special object of the vigilant care of the Royal Navy." If I may hazard an opinion, it is not improbable that the ships of the Royal Navy would have other work more urgently demanding their attention than standing sentry on every mile of the cables extending from England to Aden.

I think it must be obvious, without further argument, that all the cables of the Eastern Telegraph Company are so vulnerable, that the existence of an alternative line through Canada and the Pacific, would be of incalculable advantage. The possibility of sending a single message in an emergency *via* Canada and the Pacific might actually be worth more to the Empire than the whole cost of the new line.

Mr. Pender submits "that the existing company, as the pioneer of telegraphic communication with Australasia, is entitled to a large share of consideration at the hands of the Colonies." There may be much truth in this, as I am not familiar with the history of the work of extending submarine telegraph service to the Australasian colonies. I will only observe that this is not the first time that a company or an individual has been called upon to relinquish a monopoly by the exigencies of the public welfare.

I do not wish that any injustice be done to this company or to any individual. If they have any claims for consideration or compensation, these claims should undoubtedly be met in a fair and honourable manner. But, I ask, is it for a moment to

* Laid from Lisbon to Pernambuco, in South America, *via* Madeira and Cape Verde Islands.

be thought that Canada and Australasia are never to hold direct telegraphic intercourse because a commercial company stands in the way? Are commercial relations between two of the most important divisions of the British family for ever to remain dormant in order that the profits of a company may be maintained?

Has Mr. Pender's company more claim to consideration than the Australasian colonies themselves? And are the people of these colonies never to be relieved of the exorbitant charges which that company exacts?

Is Canada entitled to no consideration? Are all her efforts, all her expenditure, all her aspirations, to go for naught?

Are the vital interests of the British Empire to be neglected? Is the permanent policy of England to be thwarted? Is the peace of the world to be endangered at the bidding of a joint stock company?

In 1823 the instructions given to that distinguished Ambassador, Lord Stratford de Redcliffe, contained these words:—

“To preserve the peace of the world is the leading object of the policy of England. For this purpose it is necessary in the first place to prevent to the utmost of our power the breaking out of new quarrels; in the second place to compose, where it can be done by friendly mediation, existing difficulties; and, thirdly, when that is hopeless, to narrow as much as possible their range; and, fourthly, to maintain for ourselves an imperturbable neutrality in all cases where nothing occurs to affect injuriously our interests or our honour.”

I believe, Sir, that these noble sentences define the policy of England to-day as they did sixty years back. The circumstances are, however, not the same, and there are, if possible, stronger reasons for adhering to that policy than there ever were. Colonies are planted in the four quarters of the globe, and British interests are world-wide. The Eastern question has long been a burning question, but England is now less concerned with Europe than with Australasia, Africa, Asia, and America. If to preserve the peace of the world be the leading object of the policy of England, that object may most surely be attained by England concerning herself less with Europe, and more with the English people and the Queen's subjects beyond Europe. To follow such a course is to my mind dictated by a proper apprehension of the situation, no less than a sense of duty to ourselves. The entire future of the British Empire may largely depend on our wisely availing ourselves of opportunities which are now presented, to strengthen the cohesion of the colonies to each other and to the mother country.

If that end is to be accomplished, I respectfully submit that Canada's contribution, on which she has incurred liabilities which will tax her people £1,000,000 sterling a year for all future time, should not be lightly regarded.

If there is to be any practical progress made in consolidating the Colonial Empire, the establishment of such new lines of Imperial communication as I have alluded to, by telegraph and by fast merchant cruisers, is to my mind an absolute necessity.

Would not the establishment of such communications open the way for securing to the Empire in perpetuity a masterful hold on the Pacific? Prepared for the worst that may happen in Europe, would not England, occupied with her own people, and pursuing her own noble aims, be in a position to regard the Eastern question with comparative indifference?

Is it not the duty of the British people scattered around the globe to set about putting their house in order? Is not that one of the main purposes of this Conference? Is it not wise and proper to strengthen the cord of patriotism which runs through Canada and Australasia, and every one of the colonies in the two hemispheres? Is not everything else secondary to the obligation resting upon us to attend to vital affairs which concern us in common?

These views, suggested to me by my own more immediate range of thought, are submitted to the Conference with all deference.

FOURTEENTH DAY—WEDNESDAY, April 27th, 1887.

In the remarks which I was permitted to submit to the Conference on the 20th instant, I confined myself to showing how important to Australasia and to the Empire is the establishment of an alternative telegraph line between the mother country and her great southern colonies. I attempted to demonstrate the facility with which such a line could be secured by taking advantage of the works which Canada has carried out. I touched upon the enormous advantages which such a route possessed, owing to its geographical position. I alluded to the important fact that the cables would be laid in deep water, and would therefore be free from natural enemies, and much more secure from the attacks of hostile vessels. I referred to the commercial and political advantages which it offered in binding together the most important of the colonies, and bringing into circuit nearly all the remote and outlying possessions of the Crown.

If these points be satisfactorily established, it will become a matter of importance to consider how such a work can best be carried out.

Such undertakings as the one in question have hitherto been accomplished by private companies subsidized by Government; and there cannot be much doubt that the Pacific cable might be manufactured, laid, maintained, and worked by a private company, aided by a reasonable subsidy, so as to give a fair return to the owners, while securing to the public greatly reduced charges.

It may, however, be asked, is there no better means of securing even more fully than through the medium of a private company all the benefits which the new line would confer?

The one other way is for the interested Governments themselves to undertake the work, and I think it can be clearly shown that the desired results can in this manner be more satisfactorily and more cheaply obtained. In this opinion I am greatly strengthened by a memorandum submitted by the representatives of New Zealand, and yesterday placed in the hands of members of the Conference. The memorandum to which I refer has been prepared by the Postmaster General of New Zealand, and bears date February 5th, 1887. In much that it contains I cordially concur.

I think I am correct in stating that some thirteen years ago all the telegraphs in India were handed over to the Government, and have since then been managed by a department under the central authority. I believe it is found that the system works well, and that the public are better served than they were before, by private companies, for the reason that the public interests only are looked to under the new management, while private companies very naturally regard their own interests as paramount.

It seems to me most desirable that all cables communicating with Australasia, and all telegraphs within the Australasian themselves, should be under one management. How this may be accomplished is a problem which I venture to suggest is well worthy the attention of the Australasian Governments. At the same time, I submit that it cannot be regarded with indifference by the Imperial Government or by Canada. I do not know what are the functions of the Australasian Federal Council, but possibly these functions could be extended so as to embrace the general control of telegraphs.

It would not be at all necessary for the Australasian Colonies to control the cables all the way to England. It would be quite sufficient that they should control the cables proposed to be laid to Vancouver on one side, and on the other side that portion of the existing system which extends from Australasia as far as India, embracing the lines of what is known as the Eastern Extension Company. It would be convenient to stop at India, as India separates the lines of the two companies—the Eastern Extension and the Eastern Telegraph Company. The Colonial Governments could not, of course, appropriate that which is private property; but possibly some arrangements mutually fair, both to the public and to vested cable interests, could be reached by which the desired result would be obtained.

It is obvious that a comprehensive scheme such as that suggested, could not be carried out without much consideration and negotiation, especially with regard to the manner in which the capital required should be raised, and the proportions in which it should be borne by each separate Government. But I am unable to see that the general

scheme is at all impracticable. It would only be carrying out in a wider field the system adopted with so much success in India and in England with respect to telegraph service. In endeavouring to effect such a joint arrangement there are certain leading principles which might be considered.

1. It would be necessary for each of the colonies to agree to hand over to the central authority their respective telegraph systems, retaining a pecuniary interest in revenue in proportion to the value of the works handed over.

2. The establishment of the new cable across the Pacific would require new capital, possibly, on the joint guarantee of the colonies and the Imperial Government, as in the case of the Intercolonial Railway of Canada. By such means the money could be obtained at the very lowest rate of interest; and, for several reasons, it would not be necessary in the first instance to lay more than a single Pacific cable; the scheme embraces the control of the Eastern Extension lines, and hence the line from Australasia to Vancouver would really give a triplicate service between Australia and England; moreover, deep-water laid cables are not liable to the same interruptions as shallow-water cables; in proof of which I may mention that the telegraph from Lisbon across the Atlantic to South America for the first ten years of its existence depended with great success on only a single line of cable throughout its entire distance. These cables were quite recently duplicated to meet the demands of business.

The capital required to lay a single cable to Vancouver from the Australasian system, reckoned at the low rate of interest at which money could be obtained, would, I estimate, involve a charge of about £50,000 a year.

3. New capital would likewise be required to purchase the lines of the Eastern Extension Company, whenever that company would be willing to sell at a fair value. This capital would also be obtained at a low rate of interest; and thus the whole connection between India, Australasia, Canada and Great Britain could be most economically established, and it would become practicable to reduce charges on messages to the lowest possible tariff rates.

As the cables of the Eastern Extension Company would be acquired largely in Imperial interests, so as to give an alternate line, independently of the Suez route, to India, China, and Africa, it is reasonable to assume that the Imperial Government would render every assistance in securing them.

I have said that it would not be necessary for the proposed Central Telegraph Department to control cables or wires east of Vancouver. I do not think there would be any risk of the management being debarred at any time from the advantages of cheap telegraphy from Vancouver to England. I feel quite warranted in saying that the Canadian Pacific Railway Company would be willing to enter into an agreement for a long term of years to transmit Australasian messages at the low rates which I mentioned to the conference on a previous occasion.

I have not cumbered these remarks with calculations. I have purposely avoided them, and referred only to principles. If the principles be sound—as I believe they are—and the scheme commends itself to the judgment of the conferees, an important step will be gained.

TWENTIETH DAY—FRIDAY, May 6th, 1887.

While I cannot but regret taking up time at the close of the Conference, I trust I may be pardoned for venturing to add a few words on the general question of establishing telegraphic connection between distant portions of the Empire.

The importance of the question appears to be generally recognized.

1. It is one of the few subjects specially referred to in the circular of Mr. Stanhope, of date 25th November last, inviting the several Colonial Governments to take part in this Conference by sending representatives.

2. It is one of the questions to which great prominence was given in the opening address of the President.

3. When the matter was first discussed, on the 20th ultimo, the Postmaster General gave utterance to his broad and sympathetic views, and suggested that the Conference should not break up without expressing in some way a decided opinion in favour of the general policy of connecting telegraphically the great self-governing colonies on the Pacific; and he indicated as one of the possible results a perfect revolution in the communication between the Australian colonies and the Mother Country.

4. On the same occasion members of the Conference representing South Australia, Queensland, the Cape of Good Hope, Victoria, New South Wales, and New Zealand, expressed generally their warm sympathy with the objects aimed at; indeed, I failed to learn that there was a single gentleman present who did not recognize that in the interests of the Empire the question is one which is well worthy of the greatest attention.

There were, however, one or two points raised which I trust I may be allowed to refer to.

Some doubts were expressed as to the practicability of connecting Canada with Australasia by a direct telegraph. I do not propose to refer to the statement made by Mr. Patey as to the depth of the ocean, beyond saying that that gentleman has intimated to me that he was in error. I have asked Captain Hall—who was attending the conference a few days back—to be good enough to furnish all the information in the possession of the Admiralty on this point; and I have no doubt he will confirm the statements submitted by me, as the officers of the Admiralty can, I believe, only look to the same sources as I did for the information which I laid before you, viz., to the soundings made by the "Tuscarora" and the "Challenger" expeditions. It must be admitted, however, that the known facts regarding the Pacific are somewhat meagre, and it is really a matter of very great importance that every doubt should be set at rest by having a proper nautical survey made with the least possible delay.

Another point was raised by Sir John Downer, viz., that the Colony of South Australia had, with great enterprise, spanned the continent from south to north with telegraph wire; that this line is a benefit to all the Australian Colonies; that it was established at the sole expense of South Australia; that it is maintained by that colony at a loss; that the inevitable result of a new telegraph across the Pacific would be to increase the loss; and, in consequence, while the other colonies would gain by the new line, South Australia in a pecuniary sense would suffer.

Again, it has been felt that not a little consideration is due to the private company, the Eastern Extension Telegraph Company, which has, with commendable enterprise, provided such cable communication as the whole Australasian Colonies now enjoy.

For my own part I fully recognize both claims; while at the same time, in view of vital imperial and colonial interests, I regard the connection of Canada and Australasia telegraphically as an absolute necessity.

The problem which was presented to us is, to harmonize all interests as far as it is possible to do so; and I venture to remark that, to my mind, its solution lies in the direction indicated in the observations submitted at the close of the discussion on the 27th ultimo; and I gather, from observations which have fallen from several members of the Conference, that the views then set forth are not unworthy of the serious attention of all concerned.

The proposal is to bring all telegraph lines, constructed, and to be constructed, east and south of India, and west and south of Canada, eventually under Government control. This appears to be the general idea of the Postmaster-General of New Zealand in his memorandum; and I can scarcely think that the time has not arrived when the matter should be considered, not as a commercial question simply, but as a question of Imperial importance in a naval, military, and political aspect.

I find that the length of telegraph lines in the several colonies, as given by Mr. Charles Todd—a gentleman who has been long and intimately associated with telegraphy in Australia—was in the year 1884 as follows:—

	Miles.
Victoria.....	4,020
New South Wales.....	9,756
South Australia.....	5,292
Queensland.....	6,979
New Zealand.....	4,264
Tasmania.....	1,133
Western Australia.....	1,905
Total.....	<u>33,349</u>

and that the total revenue in that year was £527,734.

According to the same authority, the average cost appears to be £108 per mile; so that the whole cost of the 33,349 miles may be stated at about £3,600,000.

The Eastern Extension Company's lines embrace in all 12,035 nautical miles of cable, and it will be remembered that Mr. Pender stated before the Conference that the average cost per mile was £184. The whole 12,035 miles, reckoned at that rate, amounts to £2,214,440; but if that be the first cost, the present value, owing to depreciation of the cables, must be considerably less, for I find that about 6,600 miles, or more than half the whole length of cable owned by the company, have been laid from eleven to seventeen years. The actual dates when the cables were laid, and the periods they have been submerged, are as follows:—

Laid in 1869.....	180 miles; now submerged 18 years		
do 1870.....	2,409	do	17 do
do 1871.....	2,724	do	16 do
do 1876.....	1,283	do	11 do
do 1877.....	864	do	10 do
do 1879.....	2,444	do	8 do
do 1880.....	529	do	7 do
do 1883.....	920	do	4 do
do 1884.....	502	do	3 do
do 1885.....	180	do	2 do

Total length..... 12,035

The length of cable to connect Canada with the existing telegraph system of Australasia is placed at 7,600 miles, which computed at £184 per mile (the first cost of the Eastern Extension cables, as stated by Mr. Pender), amounts to £1,398,400.

From these data we may estimate the first cost of all the cables and land lines between Vancouver and India as follows:—

New Pacific cable.....	say £1,400,000
Australasian land lines.....	3,600,000
Eastern Extension.....	2,220,000
Total.....	<u>£7,220,000</u>

Looking at the large revenue from the Australasian land lines, it may be assumed that, taken as a whole, they pay working expenses and maintenance. It may not be necessary, therefore, to consider these lines in dealing with the question of new capital.

If we eliminate the Australian land lines, there remains £3,620,000 as the united cost of the new Pacific cable and the Eastern Extension system. To this amount should be added the value of repairing ships, stations, and other minor matters; and there ought to be deducted an allowance for depreciation of the existing cables. There may

be various opinions on both points, but there can scarcely be a doubt that the round maximum sum £4,000,000 would be amply sufficient to cover every cost necessary to establish the Pacific line and buy out the Eastern Extension Company's property on fair and reasonable terms.

The interest on £4,000,000 at 3 per cent is £120,000 per annum; but it will be obvious that the purchase of the Eastern Extension system would bring with it large subsidies, which would considerably reduce the interest charges. The subsidies are as follows:—

Tasmanian Cable subsidy	£4,200
Malacca Cable subsidy.....	1,000
Australian Duplicate Cable subsidy.....	32,400
Manilla Cable subsidy.....	8,000
Tonquin Cable subsidy.....	10,600
Macao Cable subsidy.....	500
Total.....	<u>£56,700</u>

As the Hawaiian Legislature has passed an Act offering \$20,000 a year to promote the establishment of telegraphic connection with America, that sum may be considered available as a subsidy in connection with the Pacific cable, making the total subsidies £60,700. If we take this sum as an asset, and deduct it from £120,000, it leaves a balance of only £59,300 year to be met by the united Governments.

This estimate shows that the sum of £120,000 per annum would be required to meet interest when all the subsidies run out, but as the larger portion of the subsidies will not expire until the end of the century, it is reasonable to expect that the business will then be so enormously increased as to admit of paying all interest charges, largely, if not wholly, out of revenue. In the meantime the comparatively small sum of £59,300 per annum would be sufficient to accomplish all that is desired.

I have assumed the cost of the new Pacific cable, and the value of the cables of the Eastern Extension Company, together, to come to £4,000,000, but, according to the opinion of some experts, that estimate is too liberal. It is held that if proper allowance be made for the depreciation of the existing cables £3,000,000 would be nearer the proper value of the two systems. If a capital of £3,000,000 suffice for all purposes, the interest at 3 per cent will be £90,000, from which if we deduct the total subsidies—£60,700—there will remain a balance of only £29,300 per annum to be provided.

Thus an annual payment ranging from £29,300 to £59,300, in addition to the existing subsidies, would establish the Pacific cable and provide for taking over all the cables of the Eastern Extension Company. Even the maximum annual payment could not be considered burdensome divided in equitable proportions among the ten Governments more or less interested, viz., the Governments of Great Britain, India, Canada, Queensland, New South Wales, Victoria, South Australia, Western Australia, Tasmania, and New Zealand.

As the existing colonial subsidies, amounting in all to £36,600, are paid by five only of the ten Governments interested in the larger scheme, it appears to me desirable that an arrangement should be effected by which these subsidies would be extinguished and the new capital provided on a financial basis, by which all the interested Governments would contribute in equitable proportions.

A scheme of this kind, by which all the telegraphs mentioned may be consolidated and brought within the management of one department under Government control, could, of course, only be carried out by the co-operation of all the Governments concerned; but I venture to submit that the subject is one which claims earnest consideration. The scheme outlined, if carried into effect, would bring Canada within electric touch of Australia and New Zealand; it would establish an alternative line from India and Australasia to England, removed as far as possible from the theatre of every European complication and struggle that may arise; it would bring down charges on the transmission of messages to such moderate rates as would greatly facilitate intercourse and enormously develop business between Australasia, Canada, and the mother

country ; it would meet the case of South Australia, and enable that colony to participate in the general advantages to be conferred on all the colonies ; and it would remove all reasonable objections on the part of the Eastern Extension Company. In the event of that company being disinclined to reduce its present high charges and unwilling to enter into competition with the new line, it would have the option of handing over all its property and receiving for it a fair and full value. If, however, the Eastern Extension Company determine to reject such reasonable proposals, the amount of capital to be provided will be so much the less, and it will become a very easy matter for the Governments concerned to carry out the essentially important work of connecting Canada and Australasia telegraphically.

APPENDIX D.

MEMORANDUM *by Mr. Sandford Fleming respecting the proposed Telegraph to connect Australia and India with England, by the Canadian Route.*

OTTAWA, 26th September, 1887.

At the Conference recently called by Her Majesty's Government to consider matters of common interest to all portions of the Empire, attention was directed to the question of connecting Australia and Asia with England by a postal and telegraph route through Canada.

The discussion was renewed from time to time and the more the question was considered the more deeply all present at the Conference became impressed with the vast significance of the issues which the new line of communication involve, for England as well as for the Australian Colonies, India, Canada and the whole outer Empire of Great Britain.

On the last day of the Conference the following resolutions were entered in the proceedings :—

First. "That the connection recently formed through Canada from the Atlantic to the Pacific, by railway and telegraph, opens a new alternative line of Imperial communication over the high seas and through British possessions, which promises to be of great value alike in naval, military, commercial and political aspects."

Second. "That the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire : and every doubt as to its practicability should without delay be set at rest by a thorough and exhaustive survey."

These resolutions expressed the united voice of the Conference after the strenuous efforts of gentlemen acting on behalf of the Eastern Extension Telegraph Company to impress the delegates with the idea that a direct telegraphic connection between Australia and Canada was unnecessary and impracticable.

The lines of the Eastern Extension Telegraph Company extend from India easterly to China and southerly to Australia, and they form the only existing telegraph connection between the Australian Colonies and Europe.

This company has for years enjoyed a monopoly of all telegraph business, and naturally solicitous for the future, its representatives left nothing undone to advance views adverse to the projected new line. Day by day Mr. John Pender, the chairman of the company, was in attendance. He was allowed to address the Conference and to circulate documents of various kinds among the delegates, and in every way he used his influence against the project in the private interest of the company he represents.

Notwithstanding those efforts the above resolutions were adopted, and it is not a little remarkable that they are the only resolutions which were formally submitted and unanimously assented to at the Conference.

The arguments offered on behalf of the company were combatted on public grounds by some of the delegates, and during the discussion the Postmaster General, Mr. Raikes, stated very forcibly that it would be absolutely impossible for the English people or for Her Majesty's Government to recognize the monopoly which the company seemed to claim; he, however, pointed out that while the position assumed by Mr. Pender for his company was one which could never be accepted either by the colonies or by the British Parliament, it was a matter of extreme difficulty for the English Government to assist in carrying out the new scheme in such a way as to constitute itself a competitor with the existing company. While he pointed out that difficulty, the Postmaster General gave expression to his warm sympathy with those who were seeking to promote what he termed "the most beneficial change of any of the changes which can come out of the Conference."

In the proceedings of the Conference of the 27th April and 6th May, will be found recorded the general principles of a scheme which would completely obviate the difficulty mentioned by Mr. Raikes. The scheme has much in common with one propounded by the Postmaster General of New Zealand, Sir Julius Vogel. The proposal is to combine the several telegraph systems of the Australian colonies under one management, to include the submergence of a cable across the Pacific from Australia to Canada, and to provide for taking over at valuation, whenever the company may desire, all the cables of the Eastern Extension Company.

While that proposal assumes that a change is demanded by public expediency, it also recognizes that the existing company, as the pioneer of a system of communication which has materially assisted in developing Australian trade, is entitled to just and reasonable consideration. If the new Pacific line will destroy the monopoly of the company and put an end to the profits which the shareholders hitherto enjoyed, the proposal carried into effect would return to them the full value of the property which would be rendered no longer profitable to them. Moreover, although it would scarcely be reasonable for the proprietors to expect compensation for unearned profits, they may fairly claim and be allowed all the profits obtainable until the new line be in operation.

A question will arise as to the value of the cables of the Eastern Extension Company. The testimony of Mr. Pender at the conference shows that they were laid at an average cost of £184 per mile. They have, however, been laid a number of years and have depreciated in value, according to the length of time submerged. Mr. Pender estimates the life of a cable at twenty years, and the published official statements of the company furnish full information as to the length and age of the cables it controls. With this data it is an easy matter for an actuary to prepare an estimate of the value, at any given year, of the whole system of cables owned by the company. Appended hereto will be found such an estimate, by which it appears that all the cables of the Eastern Extension Company are valued as follows:—

In 1887 total value	£960,195
1888 do	849,475
1889 do	738,751
1890 do	629,675

If we add the cost of the new line across the Pacific, reckoning it at the same rate per mile as the cables of the company, when first laid, we shall be enabled to form a tolerably correct idea of the new capital required to carry out the general scheme. According to the scheme submitted to the General Conference new capital would not be required for the land lines handed over by the Australian Colonies. These would be worked in common with all the cables under one management, each colony retaining an interest in revenue in proportion to the value of the lines handed over.

It may be assumed that the Eastern Extension Company will not desire to hand over their property so long as it can be worked at the old scale of profits, that is until the new line be ready for business; and as in all probability much time will be spent in negotiations, preliminary arrangements and surveys, the new line can scarcely be in

operation before 1890. Accordingly we may take into calculation the estimate value of the company's cables for that year as under :—

ESTIMATE OF NEW CAPITAL.

1. Valuation of the cables of the Eastern Extension Company in the year 1890.....	£ 630,000
2. Cost of new cables to connect Australia with Canada, 7,600 miles at £184 per mile.....	1,400,000
	<u>£2,030,000</u>

The total new capital, then, required to carry out this comprehensive scheme designed to bring under one harmonious management all the telegraphs within the Australian Colonies and all the cables existing or projected from Australia to India and to Canada, appears to be a little over two millions sterling. The sum is very much less than that spoken of at the Conference, but it is impossible to impugn the estimate without calling in question the accuracy of the data which is supplied by the Eastern Telegraph Company itself.

£2,030,000 on a joint Government guarantee (Imperial and Colonial) could be raised at a very low rate of interest. At three per cent it would come to £60,900 per annum, a sum which is almost equalled by the subsidies now being paid or available as the following table will show:—

BRITISH SUBSIDIES.

1. Paid by New South Wales.....	£12,617
2. do Victoria.....	14,479
3. do South Australia.....	4,805
4. do West Australia.....	499
5. do Tasmania.....	4,200
	<u>£36,600</u>

FOREIGN SUBSIDIES.

1. Paid by Malacca.....	£ 1,000
2. do Manilla.....	8,000
3. do Toquin.....	10,000
4. do Maccao.....	500
5. do Offered by Hawaii.....	4,000
	<u>£24,100</u>
Total subsidies.....	<u>£60,700</u>

In this list of subsidies it will be noticed that only five British Colonies contribute while ten British Governments in all are more or less directly and specially interested in the establishment of the new line of telegraph. It would manifestly be unfair to these five colonies if they were left to bear the whole burden. It seems proper that the other five British Governments should bear an equitable share of the cost.

The available foreign subsidies amount in all to £24,100 per annum. If we deduct this annual asset from the cost per annum of the new capital (£60,900) there remains £36,800 to be met in equitable proportions by the ten British Governments concerned in the scheme. Let us assume that half this annual charge be borne by the five con-

tributing Governments and the other half by the five Governments not now contributing the account will stand thus :—

Payable by.	Amounts.
1. New South Wales	} £18,400
2. Victoria	
3. South Australia	
4. Western Australia	
5. Tasmania	
6. The United Kingdom	} 18,400
7. India	
8. Canada	
9. New Zealand	
10. Queensland	
	£36,800

The exact proportions payable by each Government can only be determined by negotiations and mutual agreement, but the above sets forth generally the features of a scheme which seems well calculated to accomplish the desired object. Five of the Australian Colonies are bound by agreement to contribute until the end of the present century a subsidy of £36,800 per annum. According to the above division these colonies would have their liability reduced to £18,400 per annum, scarcely more than half what they now pay. Their direct gain would be £18,200 per annum while their indirect gain resulting from reduced charges and facility of intercourse would be infinitely greater.

In view of the important advantages in which all would participate, it cannot be urged that the other Governments not now contributing would be greatly burdened by the joint payment of £18,400 per annum.

It will not be overlooked that when the foreign subsidies expire a further charge of £24,100 per annum will have to be met from some source. Even if it be required to be borne by the ten governments in equitable proportions, it could not weigh heavily on any one of them, but it is anticipated that when all the subsidies run out the revenue from the telegraphs will be amply sufficient to meet interest and every other charge. The new Pacific telegraph system as a Government work would be established with capital secured at a very low interest, making it possible for a profitable business to be done at exceedingly low schedule rates. The great reduction in rates thus rendered possible would give a wonderful impetus to telegraphy; and as a consequence business, it is believed, would so greatly increase as to admit of revenue meeting fully every proper charge against it. This will be the more apparent when it is considered that at no time would revenue be chargeable with dividends or bonuses which the shareholders of all private companies mainly look for.

After the discussion at the Conference, it can no longer be held that the existence of the Eastern Extension Company must preclude the establishment of the new line of communication across the Pacific; a line demanded not simply by colonial growth and general commercial progress, but in a still greater degree by the exigencies of the Empire. That it is vitally expedient to secure the new line as a measure of defence can be judged by the magnitude of the consequences, which at any time may result from neglect in establishing it. This has been emphatically recognized by the highest authorities in England and likewise acknowledged by the members of Her Majesty's Government and by the representatives of all the colonies at the Conference.

It is claimed that the scheme set forth meets all the objections which have been raised and goes far to harmonize every interest; it would undoubtedly establish the new line of communication at the least possible cost and enable the principal self-governing colonies to co-operate with the Home Government in carrying out a project of very great Imperial importance.

SANDFORD FLEMING.

Appendix to the above Letter.

Estimated value of the cables of the Eastern Extension Telegraph Company calculated (by an actuary) on the data furnished by Mr. John Pender, chairman of the company, viz. :—Original cost per mile £184, and life of cable 20 years. The lengths of cable laid are taken from the official documents of the company.

When Laid.	Miles Laid.	Years Submerged.	Value in 1887.
1869.....	180	18	£ 3,312
1870.....	2,409	17	66,488
1871.....	2,721	16	100,243
1876.....	1,283	11	106,232
1877.....	864	10	79,488
1879.....	2,444	8	269,818
1880.....	529	7	63,269
1883.....	920	4	163,024
1884.....	502	3	78,512
1885.....	180	2	29,808
	12,035		960,195

Similarly the value of the property in the three following years has been ascertained to be as follows :—

12,035 miles of cable, value in 1888.....	£849,473
12,035 do do 1889.....	738,751
11,855 do do 1890.....	629,685

APPENDIX E.

Address in London, July 1st, 1892, by Sandford Fleming, C.M.G., &c., delegate from the Board of Trade of the City of Ottawa, to the second Congress of Chambers of Commerce of the Empire, July 1st, 1892.

DIRECT TELEGRAPHIC COMMUNICATION THROUGHOUT THE EMPIRE.

I do not propose to dwell on the importance or even the necessity of a complete telegraph system as a means of defending our world-wide Empire, quite apart from its commerce. This almost self-evident proposition has been set forth at other times and places. I shall, as is the most fitting on this occasion, consider the subject mainly from its commercial aspects.

A large part of the discussions at the Congress has turned upon drawing more closely the links of connection not only between the mother country and the outlying parts of the Empire, but also between the various great groups of colonies. The strongest views have been uttered upon this point, and the resolutions have been formally presented and unanimously passed, giving expression to the opinion that every step should be taken which would tend to increase the feeling among British subjects in every part of the world that they are one people and that they have common interests in trade and commerce.

That the telegraph has already operated towards this end in a very remarkable way is evident to all; that it may do so still more in the future is equally clear. Few questions, therefore, can have higher claims upon the attention of the Chambers of

Commerce of the British Empire than those which relate to telegraphic communications. The application of electricity to telegraphy has given to the world an entirely new means of communication at once the most sensitive and the most useful that the mind of man can conceive. In no department of human activity is its utility more constantly thrust upon us than in the fields of commerce. Everywhere the opening of trade relations is quickly followed by the construction of telegraph lines; indeed, in new countries, such as Canada and Australia, the telegraph is not seldom the pioneer of settlement and railways. Everywhere the connection by telegraph and cable stimulates and facilitates commercial intercourse. The extraordinary extent of the change thus brought about is illustrated by the fact that for communication across the Atlantic no less than ten submarine cables are now in constant use instead of the one which first came into continuous use a quarter of a century ago; it is further strikingly illustrated by the rapid growth of telegraphic intercourse with the east and Australasia, necessitating an increase in the number of wires employed. Already more than £1,000 per day are spent on telegraphic communication between the United Kingdom and the Australasian Colonies alone.

British shipping, which controls so large a part of the carrying trade of the world, has come to depend in great measure upon telegraphic advice for its most effective employment. The overwhelming relative interest which British people have in this comparatively modern means of communication is further proved by the fact that out of the 125,000 miles of ocean cable now in existence, at least 90,000 are owned by our people and carried on under their management, leaving only about 35,000 miles or about one-fourth of the whole, for all the other nations of the world. The proportion furnishes no bad measure of the preponderance of British commerce. Great, however, as British enterprise has been in the matter of cable construction, the development of the outlying parts of the Empire is constantly making upon it new demands. One great field has been left entirely untouched, and to it I now wish to direct special attention.

It may almost be taken for granted that as British commerce expands nothing short of a complete system, bridging all the great oceans, will fully satisfy its wants. For the present the Atlantic is not inadequately provided for by the ten cables to which I have referred, while another is now being added to the two laid to South America. The configuration of the Indian Ocean makes the various lines which skirt its coasts satisfy the immediate necessities of the case. The Pacific alone is not traversed by a single line of wire.

That this condition of things presents a serious hindrance to commercial development; that from a strategic point of view it indicates a serious flaw in our national system for the defence of commerce, are positions which appear capable of conclusive proof.

At the present time the two largest divisions of the Empire, Canada and Australia, though actually separated from each other by only the Pacific Ocean, are telegraphically separated by but little short of the whole circumference of the globe. Both countries have growing interests upon the Pacific; both are manifestly destined to become great powers bordering upon that ocean; and both look forward to an increased commercial intercourse with each other. Circumstances might easily arise in the near future which would make it of the greatest consequence that these two countries should be prepared to exercise their influence jointly in order that it may be exercised most effectually. Obviously for either closer commercial relations or for joint action, better telegraphic connection is all but an absolute necessity. The cost of sending messages from Canada to Australia is now prohibitive for all practical purposes; with a wire traversing the Pacific it would be reduced to the lowest possible figure, since the line would be fully employed as an alternative route for European messages to and from the South Pacific. Australians should remember, too, that easy and cheap communication with Canada means the same with the whole continent of America, so closely are the Canadian and the American systems connected with each other.

When I brought this subject before the Colonial Conference of 1887, to which I was a delegate representing Canada, I proved by arguments and figures which have

never yet been refuted, that the cost of sending messages between Great Britain and Australia over the proposed Pacific line would be far cheaper than by any existing route. Since that time the cost of sending such messages has been reduced one-half, and yet the cost per word by the Pacific route as then stated by me would be little more than one-half of the present reduced rates by eastern routes. The calculations on which this estimate is based will be found in memoranda submitted to the Conference, and in the discussions thereupon.

I need not dwell upon the evident fact that any considerable cheapening of telegraphic rates would immediately react upon commercial prosperity and activity. How much importance is attached to this aspect of the question is proved by the willingness of the various Australian Governments to give the guarantees which ensured the reductions made in 1891. Actual results confirm this view. The report of the Eastern Extension Telegraph Company, dated April 21st, 1892, conveys the information that the reduction in rates effected last year has already increased the volume of business 48 per cent over that of 1890, and 60 per cent over that of 1889.

These observations have hitherto borne mainly on the development of trade. I may now turn to the consideration of another equally important aspect of the question. The *defence of trade* is as well worthy discussion by Chambers of Commerce as are its development and prosecution. A large proportion of the national thought, a very large part of the national expense, are given to providing means for *protecting trade* in any great national emergency. In this connection our subject assumes a new importance.

The highest naval authorities are agreed that in time of war the use of the telegraph would furnish one of the most effective means of giving security to the vast commerce of the Empire. Telegraphic orders sent out confidentially by the Admiralty from time to time would indicate to merchant ships the precise course which they should take on both outward and inward voyages. By this means the protecting naval force could be disposed with complete knowledge of the whereabouts of the commerce to be defended, while an enemy would have no such knowledge. It is believed that by making at intervals changes in the routes indicated, greater security could be obtained.

In alluding to this branch of the subject I cannot do better than quote from an excellent authority, Captain R. W. Cragie (Naval Prize Essay, 1892), "The protection of our commerce on the outbreak of war can only be secured by compelling it to follow certain fixed routes; these should be laid down beforehand and called A. B. C. &c., and all shipowners and masters should be acquainted with these routes. On the outbreak of war, all steamers would proceed by the route telegraphed out confidentially from the Admiralty, and the route changed by telegraph when necessary; for instance, one route might pass 50 miles to the eastward of St. Helena, another 100 miles, and so on; by this means our cruisers would know where to find our commerce, but the enemy would not.

"All sailing ships should be stopped and laid up at the same time.

"If these precautions were adopted, our commerce ought not to suffer very severely and there ought to be no panic."

To no part of the commerce of the Empire would such a device for protection be so serviceable as to that of Australasia. Without taking into account the new route by way of Canada which, in emergency, might be used for commercial purposes; if we take into consideration the alternative routes open around Cape Horn and the Cape of Good Hope, and the vast ocean spaces to be traversed, it will be seen that this system might give to Australasian trade an almost complete immunity from attack except in the immediate neighbourhood of European waters, where the strongest force would be available for its defence; merchants and shippers will readily understand that among other advantages there would result an enormous money saving from reduced risks and insurance charges.

But the execution of any such plan manifestly depends upon the completeness and security of a national telegraph service around the globe. A glance at a telegraphic map of the world shows that at present we have no such complete and secure service. England has four possible main lines of connection with the East and Australasia. One goes by way of Gibraltar, Malta, Egypt, and the Red Sea. Another passing through

France, Italy, and Greece also goes on to the Red Sea. A third traverses Germany, Austria, Turkey, Russia and Persia. A fourth crosses Russia to the Pacific, whence it connects to the south with Chinese and Indian lines. Perhaps the route now completed around Africa should be mentioned as a fifth alternative. But with all these lines it is for national purposes in time of war a fatal defect that they pass through possibly hostile countries, where they would be useless to us, or through shallow seas where the cables could be easily fished up and destroyed. For issuing instructions, such as have been mentioned, to the merchant ships of our Southern Colonies and our Eastern dependencies, not one of these Eastern lines could in time of war be depended upon for a single day.

A line across the Pacific, on the other hand, would not only be far removed from the political storm centres of the European continent, but would have two other great advantages—first, it would pass entirely over British soil, and second, that it would pass chiefly through deep seas where it could only be destroyed with great difficulty. It would complete the circle of communication around the Empire. From a strategic point of view, then, the value of such a line in time of war would be immeasurable. So striking seems the necessity for its construction, that we may fairly argue that even if the line were for a time commercially unprofitable, the Governments of the mother land and the colonies would be fully justified in bearing a portion of the expense, for the sake of the added guarantee of national security which it would give.

The importance attached to the question of a Pacific cable by the Colonial Conference of 1887 led to the following minutes being unanimously assented to and recorded in the proceedings:—

“1st. That the connection recently formed through Canada from the Atlantic to the Pacific by railway and telegraph opens a new alternative line of Imperial communication over the high seas and through British possessions, which promises to be of great value alike in naval, military, commercial and political aspects.

“2nd. That the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should, without delay, be set at rest by a thorough and exhaustive survey.”

Following up these, and more specific representations of the members of the Conference, the Admiralty was induced to undertake a nautical survey to test the practicability of the route. The survey has been carried on during the intervening years. The soundings are all that could be desired, proving as they do, the existence of a sea floor probably not less favourable for cable laying than that of the Atlantic which is used for this purpose. That the results of the survey are satisfactory may be judged from the fact that sounding operations have been closed, and the Admiralty have taken possession of a number of islands in the Pacific for the purpose of establishing mid-ocean stations whenever they may be required.

The Canadian Government has, on more than one occasion, indicated its willingness to give substantial support to this scheme of telegraph connection across the Pacific with Asia and Australia. At one time it had arranged for a special deputation to proceed to Australia to confer with the Governments of the various colonies upon this and kindred subjects, the chief member of the deputation being the present Premier of the Dominion, Sir John Abbott. The delay in sending this deputation was entirely due to the occurrence of political movements in Australia, which seemed to render the time chosen inopportune.

Canadians may fairly claim that they have some right to press the matter of cable extension on the Pacific from a national point of view, since such an extension would be the natural complement of what they have done towards British consolidation. The great enterprise by which the Dominion has been spanned by a trans-continental railway and telegraph system has not only opened up new and immense fields for national growth, but has made great changes in the strategic relations of the Empire. It has reduced by more than one-half the time required for supplying a Pacific squadron with draughts of men, or with arms or naval stores. It has provided an alternative military route to the far east. It has given the opportunity for a greatly improved postal service with

Japan and other eastern countries. It has led to the establishment of a line of fast steamships, capable of being easily changed into armed cruisers, upon the north Pacific, while it has opened up the way for a similar line of steamers to the sister colonies in the South Pacific, for the establishment of which the Parliament of Canada has already voted a liberal subsidy.

Representing as I do the Board of Trade of the Capital of the Dominion, it is natural and proper that I should speak as a Canadian, and I may be pardoned for pointing out on behalf of Canada that it is in the genuine spirit of British enterprise that she desires to stretch out her arms to Asia and to Australia. Have not Canadians been associated from the first with the development of the great modern means of inter-communication? The man is yet alive who designed and built the first ship to cross the ocean under steam. That man, James Goudie, was born in Canada, and that ship, the "Royal William," was built at Quebec sixty-one years ago. It was the "Royal William" which inspired Samuel Cunard, himself a Canadian, to establish the great line which bears his name. The man is yet alive who assisted in driving the locomotive of the first passenger train on any railway in the world, and that man, Charles Whitehead, has been from the earliest days and is still connected with the railways of Canada. The man is yet alive who projected and took no small part in establishing the first Atlantic cable, and that man, Francis Gisborne, continues to serve the Canadian Government as Superintendent of Telegraphs.*

While I point with some pride to what has been done by Canada and by Canadians, we all recognize similar evidences of national spirit and enterprise in Australia and New Zealand, indeed throughout the whole Colonial Empire. It is by evidences such as these that British people throughout the world are made to feel that they do indeed belong to one great nation. And we have only to glance back but a few years, not even so far as the commencement of the reign of our present sovereign, to see the wondrous advance which has been made.

The national progress is largely due to the twin agencies, steam and electricity, which a beneficent providence for wise and good reasons has been pleased to place at our command. It is impossible to believe that this remarkable advance is suddenly to be arrested. If we do well our part, will not the progress of the Britannic Empire continue? Will not the next century, even the next generation, display a condition of national development beyond our present dreams. Those who are familiar with the great colonies and know their possibilities, will have no difficulty in understanding that they are merely in their infancy, and precisely as the trunk of a great tree increases in size, solidity and strength by accretions around the circumference, so likewise it is in these vast continental possessions of the Queen that Her Majesty's new Empire is to grow and expand into colossal dimensions.

But if we are to keep the empire intact, if we are to combine all the parts into a lasting whole we must connect the units by commerce and by every cord of attachment. To extend, expand, strengthen, consolidate, build up and maintain the new united Empire, we must, without delay, take means to obtain the freest and best intercourse between all the parts. In establishing the telegraph system of the United Empire we cannot do better than take for our model the telegraph system of the United Kingdom, where all centres of business are telegraphically connected. The British Islands are covered with a network of wires; places the most remote as well as those in close proximity can exchange communications on the same easy terms. Caithness and Cornwall are telegraphically as near each other as adjoining parishes, and it should be our steady aim to bring into similar close telegraphic contact every land which is British in the two hemispheres.

The telegraph is the nervous system of commerce. A complete telegraph system will be as indispensable to the commerce of the new Empire, which is being developed, as the nervous system is to the human body. No human being can remain in healthful life with a defective nervous system. If the nerves become seriously impaired to any

*On Mr. Fleming's return to Canada he learned that Mr. Goudie was dead—all three have now passed away. Mr. James Goudie died May 7th, 1892, aged 83; Mr. Francis N. Gisborne died August 30th, 1892, aged 69; Mr. Joseph Whitehead died March 12th, 1894, aged 80.

one of us, who can tell what disaster may follow? So, likewise, in the sphere of commerce. If we place our reliance in a telegraph system so insufficient and so exposed that it may receive fatal injury from causes beyond our control, trade and shipping may, at the first critical moment, be completely paralyzed. The desired telegraph system should be one which would bring every unit of the Empire within easy electric touch. If we are to build up a great British commercial union, the first essential step is to bring every British community throughout the world into direct telegraphic connection.

These considerations lead me to think it a matter of supreme importance to trade and shipping; to the expansion and support of British interests, that the telegraph should as speedily as possible be extended across the Pacific Ocean. The day is not far distant when the Pacific will be traversed, as the Atlantic is, by many cables, but we must take one step at a time, and the first step which circumstances demand is undoubtedly that which will give to Australia an alternative line of telegraphic connection with England. In my humble judgment this step is of vital importance to the Empire as a whole, and I appeal to every one of the delegates who constituted the Parliament of Trade and Commerce assembled in London; I appeal to every British merchant at home and abroad; I appeal to every Chamber of Commerce, within Her Majesty's dominions, to urge upon the Home and Colonial Governments that the establishment of this cable should not be long delayed. There is no section of the globe's surface where a telegraph is more needed; nowhere within the influence of the Empire would it serve purposes more important. The spanning of the Pacific Ocean by the electric wire will be of immense advantage to British shipping; it will stimulate the development of new trade; it will strengthen the attachment of the great sister colonies on both sides of the ocean to the mother land; it will effectively promote that Britannic union of trade and commerce so earnestly desired by every speaker at this Congress of Chambers of Commerce of the Empire.

APPENDIX F.

STATEMENT RESPECTING THE NAUTICAL SURVEY IN CONNECTION WITH THE PACIFIC CABLE.

From the first conception of a trans-pacific cable it was considered necessary to obtain a proper nautical survey; this was especially the case when statements were made in certain quarters that such an undertaking could not be carried out owing to insuperable difficulties alleged to exist on the route. In order to invest the project with public confidence it was deemed exceedingly desirable that the survey should be undertaken by the British Admiralty as being the highest nautical authority in existence. Application was accordingly made at various times through the proper channel to the Admiralty to have the survey carried out by them.

At the Colonial Conference of 1887, Sir Alexander Campbell moved a resolution, setting forth "that the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should without delay be set at rest by an exhaustive survey." In submitting the resolution Sir Alexander at some length dwelt upon the importance of the cable and the necessity of a survey. He likewise explained the repeated efforts which had been made in previous years to have it accomplished by the Admiralty. Among other things he said:—

"Canada proposed two or three years ago to assist in a survey. The difficulty which the Admiralty urged was, that they had no vessel to spare, and therefore they could not do it.

"Canada had several vessels of her own, and she found a suitable one, the 'Alert,' an excellent ship for the purpose, which she had been using in connection with observations which she had been making for a couple of years, as to the time Hudson's Bay was open every year for navigation.

"She offered the 'Alert' for the purposes of the survey, and in that way she seemed to have answered completely the difficulty raised by the Admiralty.

"Canada wrote over to the Admiralty telling them that she had a suitable vessel; and then they would not do it at all. Then we offered to pay half the expense. Still the Admiralty would not do it, and there the matter stopped."

After the resolution moved by Sir Alexander Campbell was unanimously passed and the Conference closed, the following letter was addressed to the Right Honourable Sir Henry Holland (now Lord Knutsford), Secretary of State for the Colonies:—

"LONDON, May 16th, 1887.

"SIR,—During the discussion on the subject of the postal and telegraphic communications of the Empire, before the Colonial Conference, the question was raised as to the practicability of submerging cables in the Pacific Ocean so as to connect Canada and Australia telegraphically, and as all doubts on the question should be removed with as little delay as possible, a thorough and exhaustive nautical examination should be at once made."

"The undersigned, therefore, on behalf of the Governments they represent, respectfully request that Her Majesty's Government will cause such survey to be made."

This letter was signed by the following gentlemen, comprising all the delegates to the Conference then in London.

For Canada,—

SIR ALEXANDER CAMPBELL,
MR. SANDFORD FLEMING.

For Victoria,—

MR. JAMES SERVICE,
MR. ALFRED DEAKIN,
SIR JAMES LORIMER,
SIR GRAHAM BERRY.

For New South Wales,—

SIR PATRICK JENNINGS,
SIR ROBERT WISDOM,
SIR SAUL SAMUEL.

For Queensland,—

SIR SAMUEL GRIFFITH,
SIR JAMES GARRICK.

For Western Australia,—

SIR JOHN FORREST,
MR. SEPTIMUS BURT.

For New Zealand,—

SIR WILLIAM FITZHERBERT,
SIR FRANCIS D. BELL.

For Tasmania,—

MR. J. S. DODDS,
MR. ADYE DOUGLAS.

For Newfoundland,—

SIR AMBROSE SHEA,
SIR ROBERT THORBURN.

For Natal,—

SIR JOHN ROBINSON.

For Cape of Good Hope,—

SIR CHARLES MILLS.

The Colonial Minister caused the above letter to be transmitted to the Admiralty on May 23rd. The Admiralty replied as follows:—

“ ADMIRALTY, 28th May, 1887.

“ SIR,—I have laid before my Lords Commissioners of the Admiralty your letter of the 23rd instant, inclosing a recommendation signed by the delegates to the late Colonial Conference, that a survey should be made with a view to determining the practicability of laying a cable between Canada and Australia; and further suggesting that Mr. Fleming should be placed in communication with the Hydrographer to the Admiralty with a view to discussing the question.

“ 2. In reply their Lordships desire me to state, for the information of Sir Henry Holland, that if Mr. Fleming has not already left London, he will find the Hydrographer at the Admiralty on any day he may like to fix.

“ 3. My Lords, however, desire me to add that unless the Secretary of State has reason to believe that a submarine cable is likely to be laid from Vancouver to Australia very shortly, their Lordships would not propose to despatch a surveying vessel for the sole purpose of obtaining soundings over the route, but that they will endeavour to arrange that soundings shall be gradually obtained during the next few years in the ordinary course of hydrographic surveys.

“ I am, &c.,

“ EVAN MacGREGOR.

“ The Under Secretary of State,
“ Colonial Office.”

The writer of the following letter, having been furnished with copies of the letters from the Colonial Office and the Admiralty, addressed the Colonial Minister as follows:—

“ LONDON, June 8th, 1887.

“ SIR,—I have the honour to acknowledge the receipt of your letter of the 3rd inst., inclosing copies of letters between the Colonial Office and the Admiralty respecting the proposed nautical survey of the Pacific in connection with the laying of a cable between Canada and Australia.

“ I beg leave to direct attention to the third paragraph of the letter from the Admiralty which reads as follows:—

“ My Lords, however, desire me to add that unless the Secretary of State had reason to believe that a submarine cable is likely to be laid from Vancouver to Australia very shortly, their Lordships would not propose to despatch a vessel for the sole purpose of obtaining soundings over the route, but that they will endeavour to arrange that soundings shall be gradually obtained during the next few years in the ordinary course of hydrographic surveys.”

“ Since the receipt of your letter of the 3rd instant, I have, with the permission of the Lords Commissioners of the Admiralty, placed myself in communication with the Hydrographer, who has explained to me what is to be understood by the last part of the above quoted paragraph. From these explanations I have learned that it not intended to do anything until next year; that next year it is expected that a surveying vessel will be despatched to Australian waters for other purposes, and that while there the officers will be instructed in the ordinary course of their duties, to endeavour to obtain some information which may be useful in connection with the question of laying a cable. It is intended to follow the same course year by year; but from all I can learn no definite idea can be formed as to the time which will be expended before the work will be completed; indeed it does not appear quite certain that anything will be done even next year; it is hinted that the work may be interrupted and the surveying vessel taken away. It is scarcely necessary for me to point out that the course proposed to be followed will not accomplish the desired end. The records of the Conference will show how much importance is attached by every delegate to the telegraphic connection of Canada and Australia. In an Imperial point of view its importance was

held at the Conference to be second to no other question brought forward for discussion, and I think I may venture to say on behalf of the twenty-one delegates who attached their names to the letter of the 16th of May, addressed to Sir Henry Holland, that it will be a grave disappointment to them and to the Governments they represent, if no other course than that proposed and explained to me by the Hydrographer be followed. Sir Henry Holland, who presided over the Conference, will remember how strongly individual members spoke on the subject, and he knows also the view of the Conference as a body. On the last day of the Conference a resolution on the question was unanimously adopted, to which I think it would be well to direct the special attention of the Admiralty.

"I respectfully submit that the Lords Commissioners of the Admiralty appear to have misapprehended the object of the application of the 16th of May. I may therefore venture to explain that as some of the officers of the Government and other gentlemen examined before the Conference gave testimony which raised doubts as to the practicability of establishing a direct telegraph across the Pacific, a general feeling prevailed that the question was of such paramount importance as to demand immediate attention and that every doubt should be set at rest by having a thorough and exhaustive survey made under the highest nautical authority. No one who attended the meetings of the Conference, or who has seriously considered the relations of the great self-governing colonies to the mother country can for a moment doubt that an electric cable from Canada to Australasia, is imperatively demanded, and that if practicable it will be established; the question of practicability, however, is precedent to all others, and it is therefore of the utmost importance that the request of the delegates to the Conference, made collectively and individually on behalf of their respective Governments, should be reconsidered.

"I have the honour to be, sir,

"Your most obedient servant,

"SANDFORD FLEMING.

"The Under Secretary of State,
"Colonial Office."

The correspondence was continued throughout the year 1887 by the Colonial Office, the Admiralty, and the Governor General of Canada, but nothing practical was done in prosecuting the survey until the following year.

On the 7th March the following telegram was sent from Melbourne to Lord Knutsford by the Governor of Victoria :—

"In accordance with resolution passed by Postal Conference held Sydney, the whole Australian Colonies being represented, my Government ask that Admiralty may be moved to make early survey of suitable route for ocean cable telegraph by way of Pacific Ocean *via* Vancouver Island, cost to be defrayed by Her Majesty's Government, Government of Canada, and Australasian Colonies."

Thereupon the letter which follows was transmitted from the Colonial Office to the Admiralty :—

"DOWNING STREET, 16th March, 1888.

"SIR,—With reference to your letters (M. 1212) of the 28th of May and (M. 1557) of the 5th of July last on the subject of a proposed telegraph cable between Canada and Australia, I am directed by Lord Knutsford to transmit to you, to be laid before the Lords Commissioners of the Admiralty, a copy of a telegram received from the Government of Victoria, March 7th, 1888, urging that an early survey may be made of a suitable line for a cable.

"As the Colonial Governments of Australia appear to be prepared to provide, in conjunction with the Imperial Government and the Government of Canada, a proportionate share of the expenses of such a survey, Lord Knutsford, with a view to that further consideration of the question which has become necessary, would be obliged if

their Lordships would furnish him if it is in their power to do so, with an approximate estimate of the probable cost of a survey.'

"I am, &c.,

"JOHN BRAMSTON.

"The Secretary of the Admiralty."

On hearing from the Admiralty Lord Knutsford transmitted a circular despatch to the Governor General of Canada, and the Governors of the Australian Colonies, conveying the decision arrived at by Her Majesty's Government.

"DOWNING STREET, 1st May, 1888.

"SIR,—I have the honour to transmit to you, for communication to your Government, a copy of a letter which I caused to be addressed to the Lords Commissioners of the Admiralty respecting the survey which Her Majesty's Government have been requested to make of a route for a cable telegraph between Canada and Australia across the Pacific Ocean, together with an extract from their Lordships' reply.

"Her Majesty's Government concur in the opinion expressed in the letter from the Admiralty that the question of accelerating the survey must remain open until there is a prospect that the funds for the construction of the cable will be found."

"I have the honour to be, sir,

"Your most obedient humble servant,

"KNUTSFORD."

Extracts from a letter from the Admiralty to the Colonial Office, dated 4th April, 1888.

"5. H.M.S. 'Egeria' is now on the point of sailing from Sydney to perform the important work of clearing up the dangers, and fixing the positions of, and surveying the islands on the route from New Zealand to Vancouver, a work which my Lords understood was strongly urged by Rear-Admiral Sir George Tryon on the representations of the Colonies.

"6. In the course of this work the 'Egeria' has orders to obtain deep soundings which will in two or three years furnish more detailed information than now exists as to the varieties of depths to be expected on the general line of cable.

"7. To survey a route for a cable to any purpose would, however, entail long searching for the best line, examination of contours of coral islands, and continuous close soundings; and three years' steady work at that and nothing else would probably not complete the survey.

"8. The operations on which the 'Egeria' is about to be employed will provide for work of immediate value to, and of urgent necessity in connection with, the commerce now springing up; and will also furnish gradually (at a minimum cost) the preliminary information required, and a great part of that directly bearing on the laying of a cable.

"9. My Lords do not, therefore, consider that it is advisable to make any alteration in the orders under which the 'Egeria' is about to act; and as no vessel can be spared from her hydrographic work in any other part of the world the question of hastening the survey by providing another vessel must, in their Lordships' opinion, remain open, until Lord Knutsford is able to inform this department that there is a reasonable prospect that the funds for the construction of the submarine cable across the Pacific will be found, and that time is of importance in Imperial interests.

"10. In reply to the inquiry contained in the last part of your letter, my Lords desire me to state that the annual cost of H.M.S. 'Egeria' is about £12,000, and that if a similar vessel is provided especially for the purpose of making a complete survey of the best ocean route and landing places, the cost would be about £36,000. The foregoing estimate is irrespective of the value of the vessel, and the cost of fitting her out."

On receiving copies of these communications the writer of the following letter felt it incumbent upon him to address Lord Stanley, Governor General of Canada on the subject.

“OTTAWA, 28th June, 1888.

“His Excellency
“The Right Honourable Lord Stanley,
“Governor General of Canada.

“MAY IT PLEASE YOUR EXCELLENCY :—

“I have the honour to refer to a circular despatch of date 1st May, 1888, which Lord Knutsford has addressed to the Governors of the Australian Colonies and the Governor General of Canada, on the proposed survey of a suitable route for the cable telegraph projected between Canada and Australia by way of the Pacific Ocean.

“I am impelled by a sense of duty to ask Your Excellency's permission to submit the following remarks, in the hope that Your Excellency will consider the subject of importance sufficient to justify further proceedings being taken.

“The consideration of postal and telegraph inter-communication as essential to the consolidation of the Empire was specially alluded to in the circular despatch of Mr. Stanhope, 26th November, 1886, summoning the Conference, which met in London in 1887. The Colonial Minister dwelt on it as a ‘great question’ which concerned in a special degree the interests of the whole of the Queen's dominions, and he reproduced the words used in the Queen's speech at the prorogation of Parliament, expressing the conviction of Her Majesty ‘that there is on all sides a growing desire to draw closer in every practicable way the bonds which unite the various portions of the Empire.’

“In his address at the opening of the Conference, the President, Lord Knutsford, gave great prominence to the question, and at subsequent meetings (April 19, 20, 27 and May 6) the proposal to establish a telegraph cable between Canada and Australia was earnestly discussed. I beg leave to refer to the accompanying return to the Parliament of Canada to an address of the Senate dated 27th March last (pages 8 to 82) for minutes of these discussions and also for a resolution which was unanimously passed at the close of the Conference. This resolution sets forth that under every aspect, naval, military, commercial and political, the establishment of such a line of telegraphic communication would have great value, and that, every doubt to its practicability should, without delay, be set at rest by a thorough and exhaustive survey.

“The doubt as to the practicability of the project arose from statements made to the Conference by gentlemen who appeared before them on the invitation of the Imperial authorities, among others the chairman of the Eastern and Eastern Extension Telegraph Companies and the secretary of the Imperial Post Office Department, introduced to the Conference as the highest authority on telegraph matters existing. In speaking of the route of the proposed cable these gentlemen alluded to ocean depths which had previously been unheard of and to other obstacles which might prove insuperable, leaving an impression on the minds of the delegates of doubt and uncertainty, which can only be removed by actual survey.

“After the Conference had closed, in order to emphasize the convictions they had formed that an immediate and exhaustive survey was indispensable, the delegates addressed a letter to the Colonial Minister. I desire to direct your Excellency's attention to this letter, dated 16th May, 1887, and the correspondence which immediately followed (pages 137 to 140 of accompanying return). The letter is signed by twenty-one delegates, representing the Governments of New South Wales, Victoria, Queensland, Western Australia, Tasmania, Newfoundland, Natal, the Cape of Good Hope, New Zealand and Canada.

“A further correspondence took place, the most important portion of which, to the end of 1887, appears in the accompanying return. I have the honour to append copies of the more recent correspondence, viz. :—

“1. Copy of a telegram from the Governor of Victoria to Lord Knutsford, dated Melbourne, 7th March, 1888, referring to a resolution passed at a conference held recently at Sydney, the whole of the Australian colonies being represented, urging that an early

survey of a suitable route for the cable be made, and pointing out that the colonies would share in the expense.

"2. Letter from the Colonial Office to the Admiralty, dated 16th March, 1888, inclosing a copy of the telegram from Australia and requesting information with respect to the probable cost of a survey.

"3. Extract from a letter from the Admiralty to the Colonial Office dated 4th April, 1888, pointing out that H.M.S. 'Egeria' is under instructions 'to perform the important work of clearing up the dangers, and fixing the positions of and surveying the islands on the route from New Zealand to Vancouver,' and that 'in the course of this work the 'Egeria' had orders to obtain deep soundings which will in two or three years furnish more detailed information than now exists as to the varieties of depths to be expected on the general line of cable.' The letter further states that to survey a route for a cable, 'three years' steady work at that, and nothing else, would probably not complete the survey'; also that 'the question of hastening the survey by providing another vessel must, in their Lordships' opinion, remain open until Lord Knutsford is able to inform the department that there is a reasonable prospect that the funds for the construction of the submarine cable across the Pacific will be found, and that time is of importance in Imperial interests.'

"4. Circular from the Colonial Minister transmitting the above letter and concurring in the opinion expressed in the letter of the Admiralty that the question of accelerating the survey must remain open until there is a prospect that the funds for the construction of the cable will be found.

"The proposal to establish a telegraph cable from Canada to Australia by way of the Pacific, had its origin in the Dominion. It has been recognized by men representing every one of the Colonies in the Southern Hemisphere and by Her Majesty's ministers that the enterprise is of value, not simply on account of the connection which it would establish between Canada and the great Colonies on the opposite shore of the Pacific, but likewise from the influence it would exercise in the consolidation of the Empire. On this ground it has always been considered that the co-operation of the Imperial Government may with confidence be claimed. The representatives of Canada at the Conference endeavoured succinctly to represent the favourable results which would follow the construction of this direct line of communication and the representatives of all the other colonies freely gave expression to their views, confidently dwelling on the hopes and aspirations they entertained.

"I will not, my Lord, in this communication repeat the arguments brought forward at the Conference to justify our expectations that the Colonies will obtain the sympathy of the Imperial Government in this effort. It may, however, be said that this new line of communication will promote the cultivation of intercourse and more intimate relationship, and cannot fail to establish a more perfect bond of union and identity of interest nationally and commercially between Australia, Canada and England to exercise the happiest influences. Moreover, the whole route from England to Australia runs through British territory or through waters removed from the risk of communications being tampered with, as might happen on passing through foreign soil or in the shallow seas around the shores of foreign countries. The work is indeed a national undertaking of importance to the common interests in time of peace and of greater value in time of war in view of the common safety and the maintenance of the integrity of the Empire. It was in view of these considerations that the representatives of the Colonies asked upwards of a year back that every doubt as to the practicability of the undertaking should without delay be set at rest.

"I beg leave to refer Your Excellency to the extracts from the letter (April 4th, 1888) of the Admiralty appended. It is stated that if the telegraph survey was made the primary and only object of the expedition the means now being employed would scarcely complete the examination in three years, but it is obvious from the instructions issued that the work of obtaining the information is made incidental and subsidiary to other duties as of secondary importance. Such being the case, it is difficult to forecast an estimate of the number of years, under the orders, conveyed in the Admiralty letter, within which

the cable surveys will be completed. It may indeed extend over a dozen or more years.

"I respectfully direct Your Excellency's attention to the strong feeling entertained that no such delay should take place. It will not be overlooked that any doubt of the practicability of the project has not been raised by the outer provinces of the Empire; it has in no way been advanced by those who represent the Australian Colonies, New Zealand or the Dominion; it was suggested by the witnesses brought forward by the home Government. Naturally the colonies look to the home Government to set the question at rest as soon as possible.

"Until this question be settled it can scarcely be expected that much progress can be made in providing the funds for carrying out the enterprise. It will be no ordinary matter for the Governments of nine or ten countries, some of them separated by half the earth's circumference, to come to an agreement on the general details of a financial scheme, and it will be perfectly futile for them to do so if the survey should show that the undertaking is not practicable. On the other hand should the work be pronounced feasible, the circumstances which call for the consummation of the project will in one form or another assure its construction. I respectfully submit to Your Excellency that the people in the colonies will fail to recognize that it is necessary, reasonable or just to expect that the funds should be provided or that the mode of raising the capital should be arranged previous to orders being given for the survey to be perseveringly and systematically carried on.

"At a meeting of the Conference on 20th April, 1887, at which the Pacific cable was considered, the Imperial Postmaster General, Mr. Raikes, explained the position of the home Government. His remarks are so important, that I feel it my duty to ask Your Excellency's attention to them as they appear in the proceedings. The following is an extract:—

"When we are told by Mr. Fleming that it may be possible to transmit words at the rate of about two shillings per word *via* Canada and Pacific,' (nine shillings and fourpence per word being the lowest charge by the existing line), 'we see at once the perfect revolution in the communications between the Australian Colonies and the mother country, which would be effected if such an arrangement could be carried out. But I think the Conference will feel that, while appreciating the importance of this, and largely sympathizing with what I believe to be the most beneficial change of any of the changes which can come out of this Conference it would be a matter of extreme difficulty, I think without precedent, for the English Government itself to become interested in such a scheme in such a way as to constitute itself a competitor with an existing commercial enterprise carried on by citizens of the British Empire.'

"The enterprise alluded to by Mr. Raikes is the 'Eastern Extension Telegraph Company' whose lines extend from India to Australia.

"I will not attempt to disguise the conviction generally felt and which I fully entertain, that the new line of telegraph *via* Canada would make it impossible for that company to continue to realize the profits it has hitherto enjoyed.

"There is really only one mode of carrying out the project, realizing any admitted benefits which it will create and satisfactorily overcoming the difficulty explained by Mr. Raikes. It is to constitute the undertaking an Imperial-Intercolonial work, taking over the property of the existing company and placing the whole under one management. This proposal is considered in a memorandum dated 26th September, 1887, (page 148 of accompanying return), to which I beg leave to refer Your Excellency.

"While there should be the strongest desire to respect established rights and honourably recognize existing interests, on the other hand we must bear in mind the well-known principle, that no private company, whatever its profitable operations, can be allowed to impede the general advantage of the Empire. The principle is clearly established that private interests must yield to public good; such private interests being fairly indemnified.

"In the memorandum of 26th September, 1887, it is contemplated to carry out the undertaking under a joint commission, on which would be represented the Imperial Government, and the Governments of Canada, the Australian Colonies, and New

Zealand. That through this means the new Pacific cable would be established as a public work ; and the cables of the Eastern Extension Company taken over at a fair valuation, whenever that company desires to dispose of them. The members of the commission to be appointed by the contributing Governments, and their duties and responsibilities defined and determined by these Governments.

"It is contemplated that the capital required for the undertaking shall be obtained on a joint Government guarantee, thus securing it at the lowest rate of interest. It is shown by the data given in the memorandum that owing to the low rate at which money is thus obtainable it is possible to procure the amount required for the construction of the new cable with the addition of a sum sufficient to cover the value of the Eastern Extension Company's cables without involving much, if any, higher interest charges than the subsidies now paid.

"The interest on £2,030,000, the estimated cost of the new telegraph and the value of the present line, at 3 p. c. is £60,900, whereas it is anticipated that on the United Imperial and Colonial guarantee, money could be obtained at 2½ or but little over that rate.

"The amount of the several subsidies now paid is £56,700, of which £36,600, is paid by the Australian Colonies.

"Opinions may vary with respect to the value of the cables of the Eastern Extension Company. I can only remark on this point that the calculations given in the memorandum of the 26th of September, 1887, are based on the testimony of the company's highest officer, and on official data, which I do not consider can be disputed. Be the value what it may, the principle remains the same. It is proposed that the existing telegraph company shall have the option of selling its cables to the joint Government Commission, at the price which shall represent their value at the date of transfer.

"It may be anticipated that the Eastern Extension Telegraph Company will claim for loss of profits something more than the actual value of their property. They should undoubtedly be considered in a fair and liberal spirit, but the question of indemnity and all other details may be left for future consideration. I am now only desirous of drawing Your Excellency's attention to the fact that it will not be difficult to provide all the funds required under some such arrangement as that suggested.

"The important feature of the proposal is the raising of capital on the joint guarantee of the Imperial and Colonial Governments. It will be within Your Excellency's knowledge that in 1867 a loan was raised on this principle towards carrying out an undertaking in which the Imperial and Canadian Governments were mutually concerned,—the railway connecting Quebec and Halifax. Under this arrangement the funds to the extent of £3,000,000 sterling were provided at a low rate of interest and by this means, without in anyway drawing on the Imperial exchequer, the Home Government rendered substantial aid in the construction of an important section of the national railway of Canada. By the same principle of co-operation, the great undertaking referred to in this communication, to which so much importance has been attached as a means of bringing into closer affinity the various portions of the Empire, may be successfully carried out.

"Previous to the departure from Canada of Your Excellency's predecessor, Lord Lansdowne, he received memorials from Halifax, Montreal, Ottawa, Toronto and other places praying him to take steps to constitute a conference of delegates to devise means for the development of intercourse, trade and commerce between Australia and Canada. A deputation waited upon him during His Excellency's last visit to Toronto, to press this proposal, and before he sailed for England another deputation consisting of some twenty members of the Canadian Parliament waited upon him to advocate the same policy.

"Lord Lansdowne cordially favoured the suggestion and recognized that such a Conference was most desirable. He was good enough to state that he would use his influence with the Home Government to have the proposal carried into effect.

"A Conference of delegates representing Canada, the Australian Colonies and New Zealand would have no more important matter brought under their consideration

than the subject I have endeavoured to submit to Your Excellency in this letter. It may even be assumed that one of their first duties would be to arrange the general details for carrying into execution the proposed public undertaking.

"I beg leave to express the hope that the explanations which I have made will enable Your Excellency to represent to Lord Knutsford that there is a reasonable prospect of means being found for establishing the proposed cable telegraph across the Pacific, and that it is important to have the survey completed at as early a date as possible.

"I have the honour to be,
 "Your Excellency's
 "Very humble servant,
 "SANDFORD FLEMING."

The object of the foregoing letter to His Excellency was to point out these facts, viz. :—

1. The establishment of a Pacific cable was in harmony with Imperial policy as expressed by Her Majesty's Ministers, in connection with the Colonial Conference of 1887.

2. The Colonial Conference of 1887 gave emphatic expression to the value of a Pacific cable under every aspect, naval, military, commercial, and political.

3. The delegates from the colonies collectively and individually, on behalf of the Governments they represented, urged in the strongest manner Her Majesty's Government to cause a nautical examination to be made to establish the practicability of the proposed cable.

4. The Admiralty after some delay undertook to make a hydrographic survey "on the route from New Zealand to Vancouver," but under the instructions given to the surveying ship "Egeria" many years would elapse before the work could be completed.

5. Representations were made to have the survey accelerated, but the Admiralty declined to push on the survey with greater expedition, on the ground that they should first be informed that there is a prospect of the funds being found for laying the cable.

6. It is shown that there was then as there is now, a reasonable prospect of means being found for establishing the cable, but that it is a matter of no ordinary difficulty to bring ten Governments, widely separated by distance, into agreement respecting funds and it would be futile to do so unless the survey proved the undertaking to be practicable.

7. The hope is therefore expressed that the Admiralty would see how reasonable it is that the survey should be accelerated, so that it would be completed at as early a date as possible in accordance with the frequently expressed wishes which have been referred to.

This appeal was made through the Governor General of Canada, but it remained without response. As far as known the Admiralty were not prevailed upon to hasten the survey or make any change in the orders issued to the "Egeria." At a later period, however, a change was made, but it was preceded by the following letters which explain themselves.

FURTHER CORRESPONDENCE.

Letter from Mr. Sandford Fleming to Lord Knutsford.

"HOTEL VICTORIA, NORTHUMBERLAND AVENUE,
 "LONDON, W.C., 26th June, 1890.

"The Right Honourable LORD KNUTSFORD,
 "Secretary of State for the Colonies.

"MY LORD,—I feel constrained to address you on a subject which concerns Canada not less than other great divisions of the Empire.

"When I left Ottawa two weeks ago, the matter to which I desire to refer had not been noticed in any quarter on the other side of the Atlantic. My attention has

been directed since my arrival here to communications in newspapers of recent date, and more particularly to an article in the 'Times' of the 20th instant, on the subject of telegraphy between Great Britain and Australasia.

"If I understand the proposal which has been made, it is that the charges for telegraphing should be reduced to about one-half the present rates, on condition that the Imperial and Australian Governments join in guaranteeing a certain revenue to the Eastern and Eastern Extension Telegraph Companies; which guarantee would involve a liability estimated by the representatives of these companies at £54,000, more or less, per annum. To put the proposal in other words, the Governments are asked, as I understand it, to assume the responsibility of supporting and maintaining the monopoly of the present line of telegraph for a period of ten years.

"The proposal is not new. It was made by the same companies in a slightly modified form (the principle being the same) three years ago, but it was not then seriously entertained. My surprise is that it should again be renewed, and I feel it a public duty to point out the consequence which will result should the proposal be accepted.

"To enable me to do so it is necessary that I should refer to the proceedings of the Colonial Conference of 1887, at which I had the honour to be one of the representatives of the Dominion.

"At this Conference an obligation rested upon the Canadian delegates to explain the position of Canada in relation to the telegraphic communications of the Empire, and it was acknowledged by nearly every member of the Conference, that it would not be possible to overlook the undertakings and the peculiar geographical situation of the Dominion, in considering the telegraphic relations of England and Australia, and in dealing with Imperial communications as a whole.

"So much importance was attached to the subject, that after the proposal of the telegraph companies was submitted and every argument in its support advanced by their most able advocate and representative Sir John Pender, the Conference formally adopted two resolutions in favour of the Canadian route, and I desire to emphasize the fact that no propositions brought before the Conference were assented to more cordially or with greater unanimity.

"These resolutions read as follows:—

1. "That the connection recently formed through Canada from the Atlantic to the Pacific by railway and telegraph opens a new alternative line of Imperial communication over the high seas, and through British possessions, which promises to be of great value alike in naval, military, commercial, and political aspects."

2. "That the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should, without delay, be set at rest by a thorough and exhaustive survey."

"The explanations and discussions of which these resolutions were the outcome, set forth in ample detail that the true way to permanently reduce the charges in telegraphy between Great Britain and Australia is to utilize the Canadian route, and establish a new cable across the Pacific from the western coast of the Dominion. It was likewise shown that by this alternative route the electric cable would be laid in deep water, and the telegraph would pass through countries under the British flag, and in consequence would in every respect be safer from injury than the existing line, and more permanently serviceable in peace or war.

"The representations of the Conference were considered of so much importance that the Admiralty commenced a survey of the new route, and up to the present time has, as far as I am aware, discovered no difficulties in the way. Possession has also been taken by Great Britain of a number of the islands in the Pacific, for the purpose of establishing mid-ocean stations.

"Recognizing that negotiations were necessary in order to reach a common understanding, the Government of Canada two years ago invited the Governments of Australia and New Zealand to send delegates to Canada to consider the whole question of telegraphic and trade relations, and arrange terms. Correspondence resulted, involving delay, and it was finally agreed that delegates should be sent from Canada to Australia. Accord-

ingly, the Canadian Government appointed delegates last year, but the proposed federation of the Australian Colonies postponed their visit under the conviction that more effective action would be attainable after federation became accomplished. The unfortunate delay proceeds from causes, some of which exhibit the extreme desirability of having closer connection by a direct cable across the Pacific. I believe I am correct in stating that the Canadian Government only awaits the proper moment again to commission delegates to proceed on the same mission.

"Under these circumstances it certainly would be a retrograde step to adopt the proposal of the Eastern and Eastern Extension Telegraph Companies. Its adoption would practically put an end to any prospect of connecting Canada and Australia telegraphically for ten years to come, possibly for a much longer period. Admitting all that can be said in favour of reducing telegraph charges, admitting that they cannot be reduced a moment too soon, would it be wise to prevent the establishment of an alternative line, which, to a greater extent than by any other means, would have the effect of reducing these charges? If time be an element of importance, is it not the true policy to accelerate the survey undertaken by the Admiralty, and make arrangements for establishing the new line with the least possible delay? It is obvious that the acceptance of the proposal of the existing telegraph companies would prove a serious blow to colonial development and commercial expansion on the waters of the Pacific. It cannot be accepted without completely ignoring the commanding position of the Dominion, and disregarding all that Canadian enterprise has done to make that position commanding. Would this be wise? Is it expedient? Are there not Imperial interests of the first magnitude involved in the question?

"In 1886 Her Majesty's Government advised the Queen to summon a Conference for the discussion of questions of general importance to the whole Empire. The colonial Minister in calling the Conference specially alluded to the development of Imperial telegraphic communications, and gave expression to the opinion that 'they should be considered as a whole, in order that the needs of every part of the empire may, as far as practicable, be provided for, and that suggestions may be obtained from all quarters as to the best means of establishing a complete system of communication without that increased expenditure which necessarily results from isolated action.'

"The joint deliberations of delegates from all parts of Her Majesty's Empire, and the formal submission of their deliberate opinion under the circumstances of their appointment, and in view of the objects for which they were called together, should carry with it due weight.

"The reduction of telegraph charges is most important, but there are other momentous considerations, and while it has been indisputably shown that the new line will be able to do its work at far lower rates than is possible by the old line, most important advantages of another kind can justly be claimed for it. It will secure to the mother country a second and more direct means of reaching Australia, incidentally affording the much-needed connection with Fiji and other outlying dependencies. It will indirectly give a new means of communication with India, should the lines through Europe and the Red Sea become through war or other causes unusable. The new line will create common interests between Australians and Canadians; it will bring closer together the great outlying divisions of the Empire; it will play an important part in fostering British commerce and upholding the British flag on the Pacific. I humbly think that the £54,000 per annum, or whatever sum may be required to carry out the proposal now before the Government, would more advantageously be expended on the establishment of a new cable across the Pacific from Canada to Australia. Canada has always been prepared to contribute her full proportion of expenditure on works of an Imperial character. If she has expended fifty millions of pounds sterling in building a great national highway from the Atlantic to the Pacific, who can doubt that she will be ready to do her share in establishing a new telegraph from her western coast to Australia. Is the opinion of the Colonial Conference, unanimously expressed, to be unheeded? Is it expedient that Canada and the Canadian route should be wholly ignored? Is it desirable that any course should be followed which will debar the Canadian Dominion from co-operating with her sister col.

onies and with the mother country in a matter in which they have a common interest? I venture to think that aid in the way proposed to the existing companies would be fatal to any Pacific telegraph; it would be essentially a step backwards, and could lead to no permanent good, while the same outlay expended in another direction would result in incalculable advantages. I speak advisedly, and with a thorough knowledge of what I speak, when I say that the sum of £54,000 per annum from the Australian and Imperial Governments, added to the assistance which may reasonably be expected from Canada and from other sources, would insure the completion of telegraphic communication between Great Britain and Australia by the Canadian route, and would realize the fulfilment of a national idea pregnant with lasting advantages to the great and growing communities under the one flag on the three continents. It would secure the completion of an alternative line of communication—British throughout, to multiply and strengthen the ties which bind the Empire together.

“I trust I may be pardoned for presenting the subject as it strikes a Canadian. However ungracious the task, I am impelled by a sense of duty to seek the earliest opportunity earnestly to point out that in my humble judgment it would be an error of grave magnitude, equally in the interests of the mother country, Australia, and Canada, to give effect to the proposal now under the consideration of the Government.

“I have the honour to be,

“My Lord,

“Your obedient servant,

“SANDFORD FLEMING.”

Letter from Colonial Office to Mr. Sandford Fleming, C.M.G.

“DOWNING STREET, 7th July, 1890.

“SIR,—I am directed by Lord Knutsford to acknowledge the receipt of your letter of the 26th ultimo, in which you draw attention to the evils which you consider would accrue if Her Majesty's Government should entertain the proposal to join the Australian Colonies in sharing the payment of the present cable subsidy, and in a guarantee to the Eastern and Eastern Extension Telegraph Companies in consideration of the reduction of telegraph rates.

“In thanking you for your observations, which have been laid before the Lords Commissioners of the Treasury, I am desired to refer you to the answer given by Mr. Jackson to Sir G. Baden-Powell in the House of Commons on the 12th ultimo, in connection with this proposal.

“I am, sir,

“Your obedient servant,

“JOHN BRAMSTON.”

NOTE.

On June 12th, in the House of Commons, Mr. Jackson, in reply to Sir G. Baden-Powell, intimated that Her Majesty's Government had not been able to accede to the proposal to join the Australian Government in the proposed guarantee to the existing telegraph company. On the 17th, Mr. Goschen further discussed the question with the Agents-General, and promised that the matter would be fully reconsidered, and a definitive reply given. The above letter of July 7th, from the Colonial Office, goes to show that Her Majesty's Government remains in the position indicated by Mr. Jackson on June 12th.

These letters were printed and forwarded to many leading Australians and New Zealanders, along with the following circular letter :—

"To Australians and New Zealanders.

"CANADIAN OFFICES, 17, VICTORIA STREET,
"LONDON, S.W., July 18, 1890.

"FELLOW COLONISTS,

"I beg leave to address you on a subject of more than ordinary importance at the present moment, when your colonies are completely cut off telegraphically from the rest of the world.

"The accompanying correspondence with Lord Knutsford refers to the traffic-revenue guarantee, proposed to be given to the Eastern and Eastern Extension Telegraph Companies. I have the best authority for stating that my letter of June 26th fairly expresses the Canadian view of the case.

"While the reply of the Secretary of State indicates that the Home Government declines to join in the guarantee, there is, as I am informed, some probability that the Australian Governments may, under force of circumstances, accept the terms offered by the existing telegraph companies. I venture therefore as a fellow colonist to point out that by co-operating with Canada a much more advantageous arrangement can be effected.

"The proposed guarantee to the Eastern and Eastern Extension Telegraph Companies, it is estimated by the representative of these companies, would add to the liabilities of the Australasian Colonies, £54,000 more or less, per annum.

"The length of cable to reach across the Pacific from Canada to New Zealand and Australia, allowing 20 per cent for slack, is estimated by competent authorities at 8,900 miles. A cable of the very best type can be laid over this distance for less than £1,750,000; it is perfectly safe, therefore, to take the outside cost in round figures at £1,800,000.

"I have elsewhere given good reasons why this cable should be a public undertaking, owned by the Governments, worked and managed under Government superintendence.

"If so established, the whole capital, under a joint Government guarantee, could be raised at about 3 per cent, and would involve an annual charge of £54,000.

"I have elsewhere given indisputable evidence that telegraph messages may be sent between England and Australasia by the Canadian route at less than one-quarter the present rates.

"I need scarcely ask what course should be followed. The question is, should a monopoly of telegraph business be built up in the hands of the existing companies, or is it in the public interest to establish an independent line, owned by the public, and under Government control? The one course would reduce the cost of telegraph messages to one-half the present rates, and add a liability to the Australian Colonies estimated at £54,000 per annum. The second course would reduce the cost of messages to one-quarter the present rates, and involve no heavier annual charges, while the £54,000 guarantee would be shared by Canada, and, I trust I may add, by the mother country. Moreover, the cable would be owned by the contributing Governments, and the profits would accrue to reduce, perhaps eventually extinguish, the interest charges. This is merely the financial view of the question; its momentous political aspect is dealt with in my letter to Lord Knutsford (appended), and in other documents submitted to Her Majesty's Government.

"The Admiralty has had in hand the work of sounding the new route since the beginning of 1888, so that there can be nothing to prevent the survey being completed during the manufacture of the cable, and the whole laid within two years.

"At this moment, when the existing cables are broken down in three places, I feel it a public duty to submit the case as it now stands for your earnest consideration. I humbly think I have shown how you may speedily and on easy terms obtain cheap telegraphy and the incalculable advantages of an alternative line by the Canadian route.

"I have the honour to be,

"Your obedient servant,

"SANDFORD FLEMING."

This correspondence is incomplete without the following letter from Sir John Pender and Mr. Fleming's reply thereto.

Letter from Sir John Pender to Mr. Sandford Fleming.

“THE EASTERN EXTENSION AUSTRALASIA AND CHINA
“TELEGRAPH COMPANY, LIMITED.
“WINCHESTER HOUSE, 50, OLD BROAD STREET,
“LONDON, E.C., 22nd July, 1890.

“DEAR MR. SANDFORD FLEMING,—I have read your circular letter of the 18th instant, together with the annexed correspondence with the Colonial Office on the subject of the recent unfortunate interruption of telegraphic communication with the Australian Colonies, and the establishment of an alternative route *via* the Pacific, and if the various Governments interested are determined to have a line across the Pacific, and are prepared to incur the requisite expenditure for the purpose, I am quite ready as I have always told you, to co-operate in carrying out the work on fair and reasonable terms, and in this way the object might be attained more easily and economically than if third parties were employed. But if it should be decided to establish a Pacific communication as a separate and distinct undertaking, from the existing lines, it must not be forgotten that two cables across the Pacific will be required, which, according to your own figures would cost £3,600,000, or £108,000 per annum, as one line could no more be relied upon in the Pacific than in the Java seas, where all our three cables between Java and Australia were suddenly and simultaneously interrupted by earthquake a few days ago.

“Fortunately, however, this is a very rare occurrence, only one previous interruption of the kind having occurred on our system during a period of over 20 years. Moreover, the Java seas are mostly shallow, so that repairs can be easily and promptly made, as in the present instance, while the Pacific Ocean is not only subject, perhaps in a greater degree than the Java waters, to volcanic disturbances, but the depths are so great that repairs would be most difficult and costly when an interruption occurred.

“The cost of maintaining the present system amounts to over £100,000 per annum.

“I am looking forward, if spared, to visiting Hong Kong next year, travelling through Canada by the Canadian Pacific line when I hope to inspect that wonderful undertaking in which you have played such a prominent part, and at the same time discuss with you the best means of establishing closer telegraphic communication between Canada and the Australian Colonies when the time is ripe for carrying out the work.

“Faithfully yours,

“JOHN PENDER.

“P.S.—Your letter to Lord Knutsford ignores the fact that there is at present an alternative line to India *via* the West and East Coasts of Africa quite independent of the Red Sea route.”

Letter from Mr. Sandford Fleming to Sir John Pender.

“17, VICTORIA ST., LONDON, S.W.,
“July 24th, 1890.

“SIR JOHN PENDER,
“50, Old Broad St., London.

“DEAR SIR JOHN,—I received late last evening your favour of the 22nd, and desire to thank you for it. I am very glad to find you are coming to realize that it is absolutely necessary to have an alternative cable to Australia by way of Canada and the Pacific. I have always held and I now hold that the means taken to establish the

new telegraph connection is entirely secondary provided that the new line be secured. Its establishment by whatever means is the primary consideration, and it is for the Governments concerned to decide how it is to be done. In my humble judgment if they consult economy and desire to secure cheap telegraphy, they will act wisely in making the work a public undertaking and in retaining it in their own hands under an efficient management.

"I notice what you say about having two cables across the Pacific on account of possible interruptions, but it seems to me this conclusion on your part is scarcely logical, if as you say interruptions are so exceedingly rare. A breakdown once in twenty years would not of itself justify the laying of a second cable at an additional cost of £1,800,000.

"Are you, however, quite accurate? Is it the case that interruptions on your cable are so infrequent? I have a list before me by which it would appear that the Eastern Extension cables between India and Australia have broken down thirty-six times within the last eighteen years, and of these fourteen breaks were between Port Darwin and Banjoewangie the nearest sections to Australia. I notice also that one of the fourteen breakdowns referred to caused an interruption of four months, and another of three months and a half. The other interruptions were generally for much shorter periods. It is quite true that you now have more than one cable on that section, but I do not see that duplicating, even triplicating the cable on the same route is an absolute security from interruptions as shown by the simultaneous breaking down of all three cables for a period of ten days during the present month.

"Be all that as it may, my contention is simply that a line from Australia to England by way of Canada would be a great advantage all round. That to Australia and New Zealand, it would be better than relying wholly on the one existing route. To these colonies it would give two strings to their bow, and that is commonly held to be an advantage. You say that under certain circumstances two cables across the Pacific will be required. In this I am not disposed to disagree with you, as I believe more than two will eventually be required, but let us have one at a time, and the sooner we get that one the better. In after years other cables can be laid as they are required to meet the demands of a wonderful development of commerce which I am satisfied will come in the not distant future.

"You suggest that repairs in the deep water of the Pacific would be most difficult and costly. Let me remind you of the fact established by experience on the line between Lisbon and Pernambuco, passing through waters about the same depth as the Pacific, that no repairs of any consequence have been found necessary in the deep water section of that line, since it was laid some thirteen years ago.

"Referring to the postscript of your letter, there is indeed a cable laid round the west and east coasts of Africa connecting England with Aden in that way, but that line of cables passes through no less than ten foreign ports, beginning with Lisbon and ending with Mozambique. You are aware, too, the existence of that line did not obviate the necessity so recently as the month of May last of sending Australian messages through Russia Siberia, China and French Cochin-China, when two of your cables east of Aden broke down. I still think I was strictly correct in my statement to Lord Knutsford respecting the proposed Pacific cable: 'It will indirectly give a new means of communication with India should the lines through Europe and the Red Sea become through war or other cause unusable.'

Receive my thanks for your friendly letter and for the evidence it conveys to my mind that you are prepared to accept the conviction that Canada and Australia must be connected telegraphically. In this you merely evince your usual wise discernment, and few men have it in their power in a larger degree than you to hasten the advancement of a public undertaking fraught with so many advantages to the Colonies and the Empire.

"Yours faithfully,

SANDFORD FLEMING.

The breaking down of the cables of the Eastern Extension Company and the complete telegraphic isolation of the whole of the Australasian Colonies was an emergency which, while it lasted, opened the eyes of all thinking men at home and abroad to the value of the proposed Pacific cable, and more especially to its vital importance to Australia and to Great Britain. The correspondence brought the question of an alternative route between England and Australia to the attention of men in official circles, and it could scarcely fail to have had some effect in showing them that in the common interests of the Colonies and the Empire it was daily becoming more and more expedient to push forward the nautical survey undertaken by the Admiralty so as to hasten the period when a cable would be established across the Pacific.

The facts set forth in these letters had, however, no effect in accelerating the work. Judging from the results they seem to have had the opposite effect, for according to information recently obtained, it appears that the "Egeria" was immediately withdrawn from her work in the Pacific, that surveying operations were stopped, and moreover, that they have never since been resumed.

Canada and the Australian Colonies were deeply interested in the work so suddenly brought to an unlooked-for end, they believed this work to be in complete accord with Imperial policy, and for this and other reasons alluded to in the first part of this statement, they specially desired that it should be undertaken by the British Admiralty. They repeatedly represented that it should be prosecuted with vigour, and they asked to be allowed to share in the cost. All efforts, however, failed to have the survey accelerated, yet there was reason to suppose that under the orders issued to the "Egeria," if progress would not be rapid it would at least be continuous. There was no reason to think that the work would be discontinued in its incomplete state, and it is to be regretted that when discontinued no information of the fact was conveyed to the Colonial Governments. Only quite recently has it been learned that surveying operations had been suspended, and after repeated inquiries for particulars an answer has now come from the Admiralty dated the 30th of last month, conveying the unwelcome intelligence that the "Egeria" had been removed in September, 1890. Thus for some unexplained reason the survey had been brought to an end three and a half years ago.

OTTAWA, 20th February, 1894.

APPENDIX G.

(Translation.)

AGREEMENT for the establishment and laying of a submarine telegraph cable between New Caledonia and Australia, between M. Delecafé, Under Secretary of State for the Departments of Commerce, Industry and the Colonies, acting for and on account of the State, of the one part; and Henry Léanté, President of the Council of Administration of the Société Française des Télégraphes Sous-Marins, a limited company with a capital of eleven million francs (11,000,000 francs), and whose head offices are situated at 32 Rue Caumartin, Paris, and J. Dapelle, Director of the Society, both acting for and on account of this Society, which has given them full power, of the other part.

They have agreed as follows:—

Art. I. The Société Française des Télégraphes Sous-Marins is authorized to land on the shores of the Island of New Caledonia, a sub-marine cable connecting this French possession with Australia, and to work the cable for a period of thirty years, commencing from the date of its opening for service.

Art. II. The Société Française des Télégraphes Sous-Marins, owning landing rights on the shores of Queensland, obtained from that Government, agrees to lay a cable and open it for service before 22nd September, 1893, and to maintain the same until the concession shall have lapsed.

Art. III. As far as the establishment, working and maintenance of the projected cable, as well as the organization of service, the fixing and collecting of rates, the control, the relations with the public and the connecting of the new line, at either end, with sub-marine of land line systems, is concerned, the Société Française des Télégraphes Sous-Marins shall observe the table of rules and obligations approved by the Under Secretary of State for the Marine Department and the Colonies.

The Société agrees to accept all the clauses and conditions of the table above referred to, which are in agreement with the terms of this agreement.

Art. IV. Telegrams of the French Government will be forwarded free of charge over the cable connecting Australia and New Caledonia, on condition that the total amount of the charges on these telegrams shall not exceed the annual traffic guarantee.

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

Art. VI. The Société shall not, without the express written consent of the French Government, cede any of the rights resulting from the present agreement nor strengthen its lines nor amalgamate its interests with those of any other company.

Art. VII. The French Government agrees to assist by guaranteeing to the Société (with the co-operation of other Governments) an annual income of 300,000 francs ; but their share shall not exceed two-thirds of the whole amount, viz., 200,000 francs. The Governments of Queensland and New South Wales agree to guarantee the remaining third part, viz., 100,000 francs, and it is agreed that their share shall not exceed this amount.

The guarantee is granted subject to contingencies as foreseen in Art. 9, and upon condition that the Société fulfils the conditions of the present contract during the whole term of the concession fixed by Art. 1.

The receipts shall comprise all the collections made by the Société for the transmission of telegrams over the Australia-Caledonia line.

The guarantee of the French Government which shall not exceed 200,000 francs stipulated in the first paragraph of this article will be applied solely to the payments of interest, and the redemption of special bonds to be issued by the Société, for the purpose of raising the necessary capital for the establishment of the Australia-New Caledonia cable, and the mode of application shall be drawn up in the usual legal form.

The guarantee shall commence from the date of the opening of the line for public service when ratified by the Bureau International des Administrations Télégraphiques.

Settlement of accounts shall take place half yearly according to the decision arrived at by the Minister of Finance ; subject to alterations which may be caused by the application of Article 9 hereafter.

Art. VIII. The Société agrees to deduct from the gross receipts of the line a fixed sum of 60,000 francs to cover the working expenses.

After this deduction has been made the balance of the receipts shall be deducted from the total sums guaranteed in the preceding article, in proportion to the amount of the guarantee of the Government of France and the Australian Colonies, that is to say as far as the French Government and its proportion of two-thirds is concerned.

Art. IX. In case the line from Australia to New Caledonia is not established within the time fixed by Article I. (*force majeure* excepted) the contract will become null and void.

In the case of interruption of service for more than three months (*force majeure* excepted) the guarantee will be suspended for a period equal to that during which the line is interrupted.

At all times however, if the duration of interruption shall be more than five months and the Société have convinced the French Government that they have done all in their power to effect the repair of the cable since its interruption, the penalty which would have been incurred according to the provisions of the preceding paragraph, shall be reduced in the following manner :

1. If communication shall be re-established during and before the end of the month, *i. e.* 91st to the 120th day inclusive, the guarantee will only be suspended from the 91st day after the date of interruption to the date of re-opening for service.

2. If communication has not been re-established during and after the end of the fifth month the guarantee will be suspended during the whole of the fourth month, vide preceding paragraph, and further, it will be suspended for double the time the interruption exists after the 121st day.

Further, in case of interruption for a period exceeding six months, or in case of non-performance of other essential clauses of this agreement, particularly Articles 2, 3, and 6, the French Government shall have the right to annul the agreement and to declare it null and void.

Art. X. The transit rate over the cable from Australia to New Caledonia shall be mutually agreed upon by the French Government and the Société.

The maximum rate shall be 90 centimes a word.

Art. XI. The Société Française des Télégraphes Sous-Marins shall deposit with the state a sum of 100,000 francs as security for the fulfilment of these engagements.

This deposit shall be lodged within one month from the date of approval of the present agreement.

It shall be returned to the Société within the three months after the opening of the line for service, if the conditions and rules set forth by this agreement have been adhered to.

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

Art. XIII. This agreement is made subject to approval by the French Parliament, and it shall not become binding until such approval has been definitely promulgated.

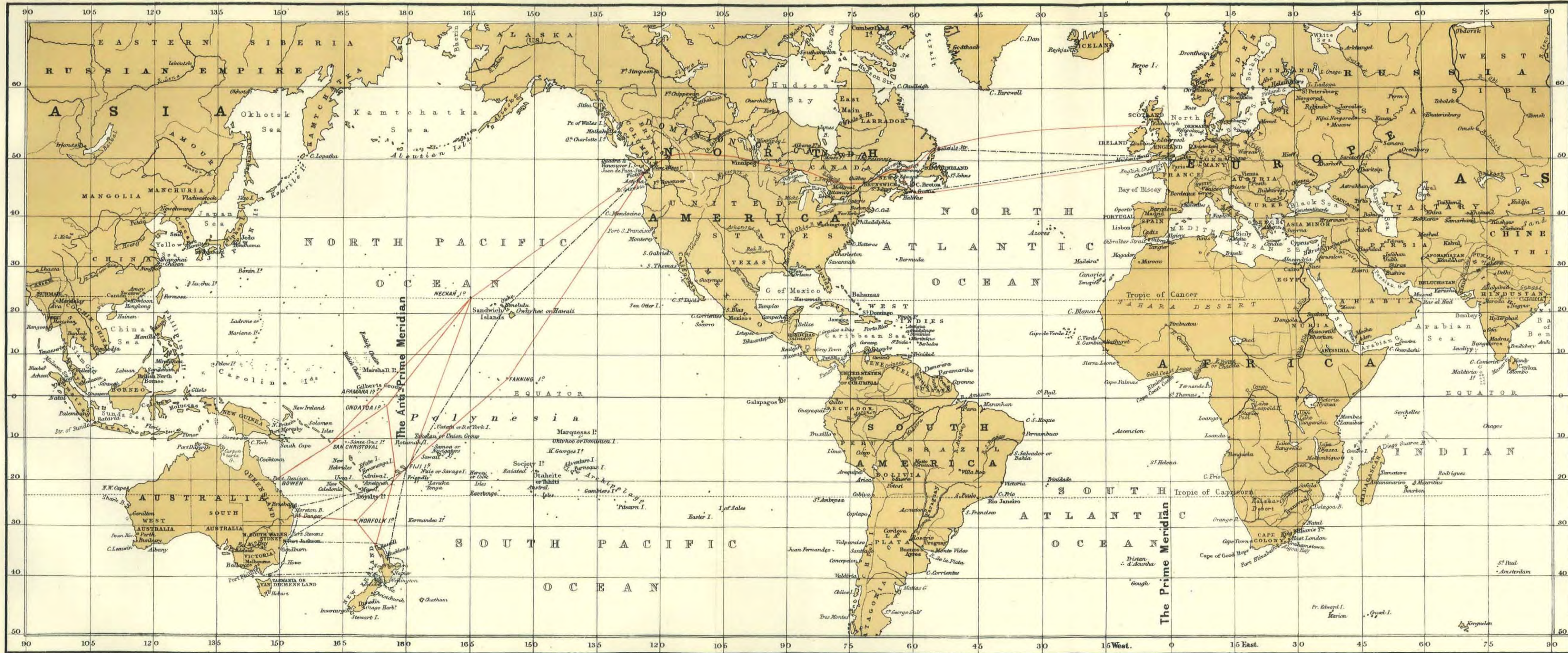
Art. XIV. This agreement will be registered at a fixed charge of three francs.

The cost of stamps and registration shall be paid by the Société Française des Télégraphes Sous-Marins.

Made at Paris, 3rd February, 1893.

(Signatures follow.)

THE WORLD ON MERCATOR'S PROJECTION,



Steamship lines between Canada and Australia shown thus Cable lines between Australasia and Canada referred to in Mr. Fleming's Memorandum of October 11th 1893 shown in red.

