

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

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

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

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

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

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

Mr. Wilson declined to vote.

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

Protest by Representatives of New South Wales.

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

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

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

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

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

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

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

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

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