

SINGLE SALOON FARES UNDER CONTRACTS WITH BURNS, PHILP AND COMPANY LIMITED.

| Sydney to— | Lord Howe Island. | Norfolk Island. | New Hebrides (Vila). | Solomons (Tulagi). | Port Moresby. | Rabaul. |
|---------------------------|-------------------|-----------------|----------------------|--------------------|---------------|---------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 1st January, 1905 | 3 0 0 | 6 0 0 | 10 0 0 | 12 0 0 | 12 0 0 | |
| 1st September, 1915 | 3 6 0 | 6 12 0 | 11 0 0 | 13 4 0 | | |
| 1st September, 1917 | 4 0 0 | 8 0 0 | 15 0 0 | 14 0 0 | 14 0 0 | 15 0 0 |
| 1st August, 1920 | 4 8 0 | 8 12 0 | 15 12 0 | 15 12 0 | 15 12 0 | 16 16 0 |
| 1st August, 1922 | 4 10 0 | 9 0 0 | 18 0 0 | 18 0 0 | 15 0 0 | 18 0 0 |

Deck Cabins 10 per cent. extra.

FREIGHT RATES UNDER CONTRACTS WITH BURNS, PHILP AND COMPANY LIMITED.

| Sydney to— | Lord Howe Island. | Norfolk Island. | New Hebrides (Vila). | Solomons (Tulagi). | Port Moresby. | Rabaul. |
|---------------------------|-------------------|-----------------|-----------------------|-----------------------------|-----------------------------|-----------------------------|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 1st January, 1905 | 30 0 | 40 0 | 40 0 | 35 0 | 50 0 | |
| 1st September, 1910 | | 30 0 | 35 0 | | 35 0 | |
| 1st September, 1915 | 33 0 | 33 0 | 38 6 | 38 6 | | |
| 1st September, 1917 | 40 0 | 40 0 | 45 0 | 45 0 | 45 0 | 45 0 |
| 1st January, 1919 | 44 0 | 44 0 | 50 0 | 50 0 | 50 0 | 50 0 |
| 1st August, 1920 | 53 0 | 53 0 | 60 0 | 60 0 | 60 0 | 60 0 |
| | | | General Cargo. Copra. | General Cargo. Copra. Rice. | General Cargo. Copra. Rice. | General Cargo. Copra. Rice. |
| | | | s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. |
| 1st August, 1922 | 45 0 | 50 0 | 60 0 50 0 | 60 0 45 0 40 0 | 60 0 35 0 30 0 | 60 0 35 0 30 0 |

Fares and freights between outports and Australia, and between Cairns and Papuan ports are adjusted in accordance with the distances covered.

The first increase in freights and fares occurred in 1915 after the commencement of the war, when services were seriously dislocated for a time and were temporarily curtailed. Upon the renewal of the contract in September, 1915, the Government agreed to an increase of 10 per cent. in freights and fares in consideration of increased running costs and the uncertainty and depression of trade. At that time Papuan rates were not raised, but when a further general increase was agreed to in 1917, the rates to Papua were brought into line with those of the other Territories. All increases since that time have been approved on account of higher running costs. During the last four years, a special rate has been quoted for copra, and the freight on this commodity to Australia is now no more than it was in 1910. The through freight to London via Australia on copra is 90s. per ton from Port Moresby, Samarai and Rabaul, and 105s. per ton from the principal ports in the Solomons; and the contract provides that in the event of the freight on copra from Sydney to London falling below 50s. per ton, a corresponding reduction shall be made on all copra shipped on a through Bill of Lading.

Refrigerator cargo is charged at 1½d. per lb. gross on all services.

OTHER PROVISIONS OF THE CONTRACT.

The chief provisions of the contract, in addition to those relating to itineraries, subsidies, &c., were the adherence to time-tables approved by the Minister, the carriage of mails subject to the provisions of the Post and Telegraph Act, allowances of 20 per cent. off freights on cargo for other than commercial purposes carried for the various Administrations and 20 per cent. off the passage money and off the freight on personal effects of officers of the Territories travelling on duty or on furlough; preference to residents of the Islands in the allotment of passenger accommodation; free conveyance of Commonwealth officers from Australia to the Islands as required by the Minister—up to twelve return passages or twenty-four single passages per annum; exemption of the vessels from pilotage and other Government dues in respect of the Papuan service and permission for the contractors to carry cargo and passengers for their own profit and to trade with any cargo belonging to them.

It was also stipulated in the contract that no coloured labour or Asiatics were to be employed on any of the steamers, except that engaged in the New Hebrides subsidiary service, but that coloured labour could be used solely in connexion with boating and landing, handling, loading, and discharging of cargo at places outside the Commonwealth, and, further, that all persons employed by the contractor upon any steamer engaged in the services should be paid such wages and work under such conditions as awarded by the Commonwealth Court of Conciliation and Arbitration.