

LETTERS FROM
SOUTH AUSTRALIA

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AUSTRALIA

B. Bay C. Cape G. Grotto H. Head L. Island L. Lake
 M. Mountain P. Port P. Point R. River Sh. Shoal
 Heights & Breadths are given in yards.

POPULATION 1855.
 New South Wales 241,315
 Tasmania 61,874
 Victoria 273,792
 South Australia 95,000
 West Australia 12,008
 North Australia

Published under the Superintendence of the Society for the Diffusion of Useful Knowledge.

- COUNTIES IN WESTERN AUSTRALIA**
- Melbourne
 - Glenny
 - Grey
 - Carnarvon
 - Toiss
 - Victoria
 - Durham
 - Lansdowne
 - Forth
 - Fork
 - Howick
 - Brindford
 - Murray
 - Grantham
 - Minto
 - Wellington
 - Wicklow
 - Peel
 - Sussex
 - Nelson
 - Goderich
 - Illy
 - Lanark
 - Stirling
 - Plantagenet
 - Kent

- COUNTIES IN SOUTH AUSTRALIA**
- Stanley
 - Light
 - Eyre
 - Cawler
 - Adelaide
 - Sturt
 - Hindmarsh
 - Russell
 - Freze
 - Victoria
 - Burra
 - Macdonnell
 - Bontinck
 - Robe
 - Gry

- COUNTIES IN NEW SOUTH WALES**
- March
 - Lanox
 - Fitzroy
 - Cearing
 - Canndish
 - Angby
 - Stanley
 - Churchill
 - Ward
 - Morvale
 - Rous
 - Buller
 - Bontinck
 - Clive
 - Richmond
 - Drake
 - Gough
 - Clarence
 - Raleigh
 - Gresham
 - Hardinge
 - Dudley
 - Sandon
 - Darling
 - Macquarie

- Vernon
- Inghis
- Barry
- Buckland
- Pottinger
- Napier
- Gower
- Gloucester
- Blaues
- Brisbane
- Bligh
- Lincoln
- Northumberland
- Durham
- Hunter
- Phillip
- Roxbury
- Wollington
- Gordon
- Camberland
- Cook
- Westmorland
- Bathurst
- Georgiana
- King

- Monteagle
- Canale
- Argyle
- Harde
- Clarendon
- Tinont
- Murray
- Gowley
- Buckeuch
- Wynyard
- Dampier
- Auckland
- Wellesley
- Beresford
- Salwyn
- Goulburn
- Ashburnham

- COUNTIES IN VICTORIA**
- Follet
 - Dundas
 - Normanby
 - Ripon
 - Filmer
 - Hampden
 - Heytesbury
 - Greenville
 - Edwards
 - Edith
 - Radney
 - Dalhousie
 - Grant
 - Burke
 - Amplesey
 - Evelyn
 - Mornington
 - Pass
 - Haddington
 - Douro
 - Brace
 - Abinger
 - Combermere
 - Howe

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COUNTIES IN VICTORIA

- 1 Follet
- 2 Dundas
- 3 Normanby
- 4 Ripon
- 5 Villiers
- 6 Hampden
- 7 Heytesbury
- 8 Grenville
- 9 Polworth
- 10 Talbot
- 11 Rodney
- 12 Dalhousie
- 13 Grant
- 14 Bowke
- 15 Anglesey
- 16 Evelyn
- 17 Mornington
- 18 Bass
- 19 Haddington
- 20 Douro
- 21 Bruce
- 22 Abinger
- 23 Combermere
- 24 Howe

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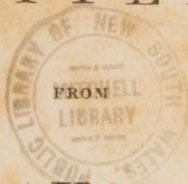
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Dr. Mitchell.

LETTERS



SOUTH AUSTRALIA.

(1853 TO FEB. 1860.)

BY

ARTHUR KINLOCH, ESQ.,

THEN CLERK OF THE EXECUTIVE COUNCIL OF THAT COLONY.

Second Edition.

WITH A MAP OF AUSTRALIA, SHOWING THE
EXPLORATIONS UP TO JANUARY, 1860.

LONDON:

EDWARD STANFORD, 6, CHARING CROSS.

1861.

COLONEL J. M. DOUGLAS

LONDON:

F. FRANCIS, PRINTER, CATHERINE STREET, STRAND.



TO

COLONEL P. L. MAC DOUGALL,

COMMANDANT OF THE STAFF COLLEGE, SANDHURST,

THIS LITTLE BOOK IS INSCRIBED

BY

A SINCERE AND GRATEFUL FRIEND.



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INTRODUCTORY OBSERVATIONS.

THE following letters were in great part written before the change in the Constitution of the Province of South Australia, and at a time when it was generally believed that a Legislature wholly elective, would not conduce to the well-being of a Colony, dating only from 1836.

Whether these anticipations have or have not been realised, I would not now profess to say, but I may be permitted to make mention of the fact, that the inauguration of a new Constitution in South Australia, was to have been carried through by an Upper House, either wholly or partially nominated by the Crown; and that this proposed composition of the Local Parliament did not eventually become law, was owing, I believe, to the active efforts of the Colonial Press, and to the energetic representations of one or two individuals, which obtained from H.M.'s Government a thoroughly Elective Colonial Legislature.

I am not aware what difficulties were experienced by the adjoining province of Victoria, in founding their present legislative structure; but in New South Wales, where a House of Peers had been desired, if not demanded, a nominated Upper House still, I believe, exists.

With regard to the letters on "Steam Navigation," the object of the writer was, if possible, to suggest any mode of regular Postal Transmission to and from Great Britain. The scheme was not however adopted.

though possibly more feasible than that of Mr. Justice Boothby, forwarded to the Secretary of State for the Colonies.

The Postal difficulty consequently remains still impregnable, although, from the length of time the controversy has been going on, a double line should now be established, viz:—*viá* Suez, and *viá* Panama.

The letters on the "Order of Merit," "The Adelaide Water Works," and "Exploration" appear to require no lengthened notice.

It is in contemplation, the writer believes, to institute an Indian Order, and doubtless when Australia displays itself adapted for such an Institution, the honour will be extended to that Continent.

The Adelaide Water Works are progressing at a costly expenditure of £100,000 and upwards; and the Australian Continent has been well-nigh traversed by Mr. J. McDougall Stuart.

It remains only to add, that the first series of these letters, dedicated (but without permission) to the Right Honourable the Secretary of State, were kindly reviewed for me by His Excellency Sir H. E. F. Young, and one of His Excellency's notes has been inserted in the present compilation.

A. K.

London, January, 1861.

NOTICE.

Mr. Stuart's Chart and Journal not having been as yet published, it has been impossible to give his route from South to North Western Australia. The furthest point of his exploration has, however, been marked S. Latitude 18 deg. 17 min., E. Longitude 134 deg.



LETTERS ON SOUTH AUSTRALIA,

By ARTHUR KINLOCH, Esq.

(INTRODUCTORY.)

Adelaide, May 21st, 1853.

SIR, — Pending the result of an application to friends in Sydney, on the subject of some employment which long-continued ill health, and almost desperate circumstances, have rendered of the utmost importance to my future welfare, I am induced to make to your Excellency an offer, which, coming as it does from a stranger to the land, may perhaps be deemed presumptuous, and is not, at least under present circumstances, likely to meet with approbation.

It is, to say that I am willing and ready, if provided with the means and appliances to boot, to penetrate to the centre of this vast continent, and, if necessary, to travel Australia in its entire breadth.

Little conversant as I may be with the details of the obstacles which have at various times opposed themselves to the efforts of the many enterprising men who have earned an imperishable, if not an enviable fame, by their endeavours to penetrate this continent, I am by no means ignorant of the difficulties which attend enterprises of the kind. I think, however, that, setting aside the minor impediments of hostile natives and rugged or marshy

ground, the difficulties of Australian exploration to European discovery, resolve themselves into three, which are—

1st. The scarcity of water.

2nd. The difficulty of transporting animal food sufficient for the party.

3rd. The extent of scrub with which the face of this country is said to be covered.

For the first of these evils I see but one remedy, or possibly two, viz., that of carrying, on the backs of horses, mules, or camels, a sufficiency of water for many days' consumption; or the digging wells of a depth sufficient, at proper seasons, to furnish a supply of this indispensable commodity.

Second—A supply of meat for some days should be carried with the expedition; and if cattle, sheep, or even goats, could be driven *with the celerity with which parties of the kind should traverse desert ground*, some of these animals should accompany the line of march, and, at convenient distances of from 100 to 150 miles, one or more of them might be killed, dried, and stored.

Third—*Scrub* should rarely be entered in front, but rather turned on the flanks, even if by so doing a *détour* of many hours, or even days, were the consequence.

A party thus disposed should, I imagine, traverse Australia in its entire breadth in from three to four months, and might be composed somewhat as follows:—

1 Leader.

1 Assistant Leader.

1 Draughtsman and Surveyor.

1 Assistant Draughtsman, Geologist, and Mineralogist.

1 Medical Gentleman, if possible acquainted with botany.

2 Privates, Royal Sappers and Miners.

2 Natives, or persons acquainted with their habits and dialects.

4 Stockmen, or persons in charge of horses, &c.

2 Drivers.

1 Cook.

—
16 persons.

An expedition thus constituted would require with them about thirty horses, some dogs, goats, and, if possible, sheep; and for the conveyance of stores, &c., might be accompanied in their

passage through the country by two light carts and a van, being prepared to place the conveniences thus disposed of on the backs of their horses or mules. Possibly a small portable boat might be requisite. In their progress, they would observe thoroughly the nature of the country, its agricultural and pastoral capabilities, its mineral qualities, and other particulars, reporting specially to your Excellency upon the subject; and drawing up, when without the boundaries of South Australia, a similar report for the information of His Excellency the Governor-General of Australia.

Most humbly apologising for the application I have been induced to make to your Excellency with reference to a matter involving so heavy an expenditure, without perhaps any certainty of commensurate advantages, even if successful,

I have the honour to be, Sir,

Your Excellency's most obedient humble servant,

ARTHUR KINLOCH,

Late Captain 36th Regt.

Sir H. E. F. Young, Lieutenant-Governor.
of South Australia.

Answered (May 25th) by his Excellency, to whom, by the kindness of some friends in Adelaide, I had been introduced, to the effect that he regretted that there was at present no intention of further exploring this continent.

THE AUSTRALIAN QUESTION.*

TO THE EDITOR OF THE "SOUTH AUSTRALIAN REGISTER."

THIS, Sir, I think, may now be termed the crisis at which affairs have arrived in the four colonies styled "Australian," and which is, in fact, the trial of the experiment of self-government by the colonists—an *ignis fatuus*—which, even if attainable in its entire comprehensiveness, might perhaps prove as little satisfactory as the Downing-street despotism, so often canvassed and so much abused. Whether this *libido regnandi* is really the spontaneous and actual desire of the people, or rather the offspring of agitation and the Press, it matters little; for the spirit of change is but a natural result of the course of things, and the usual tendency of young communities, if not the disposition of the whole civilized race.

Qui fit, Mæcenæ, ut nemo, quam sibi sortem
Seu ratio dederit seu fors objecerit, illa
Contentus vivat, laudet diversa sequentes.

Moreover, when the agitation is harmless and not disloyal, it appears to be of no moment whether newspapers are the organ and the mouthpiece, or merely the instigators, of the popular voice.

But is this tendency to reform directed to the right end? and will the form of government laboured for, it would seem by the public, be most conducive to the well-being of the majority of the community? Let us see what is the position of the colony more immediately under our eye, and then endeavour to determine what is the prospect before it.

South Australia possesses a fine soil, an increasing revenue, a tolerable port adjacent to its capital, and vast internal resources—all which combined advantages may perhaps render it, at no very distant day, a prosperous and highly flourishing State. At this moment, however, its entire population cannot exceed 70,000 souls, the numbers of the inhabitants of a third-rate town in the British Empire, which usually returns to the Imperial Parliament one, or at most two, of the 656 members who compose the British Senate. Yet this thinly populated province is about to propose its representation, and to a certain extent, therefore, its legislation, by two Houses of Representatives—the one, or Upper House, consisting of 12 members; the other, or Lower House

* Published in the *South Australian Register* of 26th July, 1853.

comprising no less than 36 members. Will not such machinery be found too complicated, or too cumbersome, for the wheels of Government? And that objection met and disposed of, is it the project most adapted for the future grandeur of the Australian Empire? I am not, perhaps, fully competent to decide a question which might puzzle the oldest colonist equally with the wisest man; but my opinion is, it is not. What, then, is the future of these colonies? I humbly suggest it is this—That the several provinces of South Australia, Victoria, Van Diemen's Land, and New South Wales, are destined, ere long, to form the component parts of a great empire, the capital of which must be Sydney, *or some more central spot selected with a view to the general accommodation of the four provinces*, and combining in itself and its vicinity every advantage which a judicious selection of the site of the capital of an immense territory should afford for the seat of its Legislature, and the Senate of the combined provinces.

To such an idea it may at once be objected that, even if it should be clearly demonstrated that a scheme of the kind would prove beneficial to the several colonies interested, yet there are local objections as regards South Australia and Van Diemen's Land, which must always render it disadvantageous for these provinces to depute senators to represent their interests at so great a distance from their homes, more especially in a country where the internal communications, from the very nature of its soft and receiving soil, must render long journeys, at almost any period of the year, particularly uncomfortable, if not dangerous. I think these difficulties, in the way of the amalgamation I mention, are not insuperable; and that, as in course of time the internal communications of South Australia and the sister province become improved by the introduction on the present highways of a firm and stable substruction, or by the formation of new roads, there will be no impedient on that score to the representation of these provinces by six or eight Senators (as might be determined) in the General Imperial Senate of Australia; and who, being first (in part) elected as representatives by the people, either on the present or with a more enlarged franchise, might afterwards be nominated by the Crown, in the person of Her Majesty's Governor or Lieut.-Governor, to watch over and legislate for the interests of the dependency entrusted to his rule.

As, however, the formation of great internal lines of communication in a country ill-adapted, by the very avocations of its inhabitants, for railway traffic, might be looked upon as a matter of very great difficulty and most dubious success, I shall proceed to venture upon a few remarks, as to the mode in which, by the assistance of the mother-country, and a pacific state of things, this great undertaking might be effected even where the unparalleled consequences ensuing on the gold discoveries has caused a want of labour perhaps unknown in any community of ancient or modern times. But I shall first continue my subject by saying that, to render it possible for the interests of South Australia to be represented with convenience and advantage in a General Senate,

the construction of the following *grandes routes*, or high roads, appear to me to be essentially necessary, viz.—

1. A direct line from the City of Adelaide to the Great Bend of the Murray, Wellington, or some convenient point in the vicinity of the mouth of that river, which I shall presume will shortly be navigated, to the vast advantage of all the South Australian colonies.

2. A line of road from the Burra Mine, or the most populous district of the northern portions of this province, to the junction of the Murray River with the Darling, or its nearest point to that district.

3. A line of road from the township of Albury* on the Murray, in the direction of Sydney, to the site of the intended capital of the Australian Empire, which I shall presume might be at a distance of about 100 miles from the highest navigable point of the river, which is, perhaps, twice that distance from the town of Melbourne, and nearly 400 miles from Sydney. This, however, would be for the other colony to construct.

I calculate these three combined lines at a rough estimate not to exceed the distance of from 300 to 350 miles, whilst the two in South Australia would not be more than 200 miles in length. Supposing, then, the hypothesis I have started to be allowed, I should now venture upon the suggestion which I have made relative to the formation of these great highways, and which I think, in the present prospect of affairs, and with the probable results that may soon be expected from the improvements in the quartz-crushing machinery, will be the only feasible method of accomplishing the ends in view. Having, however, already exceeded the limits usually extended to correspondents, I shall, Sir, with your permission, defer for a future day the details of the scheme I have propounded for public consideration in the columns of your intelligent journal.

Meanwhile, I subscribe myself your obedient servant,

CAIUS.

Adelaide, July 19, 1853.

Note by His Excellency SIR H. E. F. YOUNG, then Lieutenant-Governor of South Australia.

“The most convenient place in the vicinity of the mouth of the River Murray is the Goolwa, destined to be the “Crescent City” of the Australian Mississippi.

“The intended Capital of the Australian Empire would be better placed either at Melbourne, or in Encounter Bay, the sea-mouth of the Murray, than anywhere inland, at the highest navigable point of the River Murray.”

* A road from Gundagai to Albury exists, but is represented as almost impassable for wheel carriages; moreover, a new direction might be required for this line as far as Geulburn.

THE AUSTRALIAN SENATE AND THE ROAD THERETO.*

TO THE EDITOR OF THE "SOUTH AUSTRALIAN REGISTER."

SIR,—The subject of my last communication embraced two matters apparently very discordant, and in no way connected with each other, to wit—the constitution of a general Senate for the Australian colonies, and the construction of roads throughout the provinces, but more especially in South Australia. In some cases, however, and this I would fain think is one, it may with propriety be said that extremes meet; and as, in military practice, it is at times necessary to convene the members of its tribunals from distant points, so I think it can, without contradiction be asserted that, failing proper and agreeable communications between the Australian capitals, it would be impossible for the deliberations of the *Patres Conscripti* of the new Senate to take place.

Premising, therefore, only a few remarks by way of advancing the prospects, or of supporting the cause, of my proposed legislative amendment, I shall proceed to offer some diffident suggestions as to the means which, to a certain extent, I imagine would supply the deficiency of that human labour, without which the brightest and most practically useful schemes must prove futile and abortive.

With reference then, to the three provinces remote from Sydney, at present the nominal capital of Australia, my belief that the existence of a general Senate, independent of and possessing higher powers than the local Houses of Assembly sitting in Adelaide, Melbourne, and Hobart Town, would prove beneficial, originates in the idea that through this Upper House all measures touching the general interests of the colonies † might there, with scarcely an exception, obtain that sanction which at present is attainable only by a reference to the home Legislature, and often after considerable delay; and this, notwithstanding the increased rapidity of communication consequent upon steam navigation, or even with the prospect of a still more speedy intercourse, at least for Sydney, by way of Panama. I might add, as my private opinion, that the amalgamation and intermixture of the several deputies, chosen, I would presume, from the *élite* of the colonists of the respective provinces, must produce an enlargement of ideas, and consequently a wisdom of legislation, more beneficial to the governed than the more confined circle of a local legislature would probably give birth to.

* From the *South Australian Register*, of 9th August, 1853.

† At present I would only specify "A general law with reference to the Australian coinage," and "The assimilation of the Australian tariff," which I shall presume is to take place before long.

Upon this *dictum*, however, I would lay no stress. It is a point for the consideration and sober sense of those interested, or of those who choose to trouble themselves with the enquiries, and it may be the Utopian schemes of your anonymous correspondents.

The other portion of my subject I should now enter upon, but that I find it requires a glance at the system of defence which these colonies would require by sea and land, and the more immediate but most unhesitating assertion that the military force at present in Australia is, under any circumstances, by far too small. It consists at this moment of three regiments only, of which one is at Van Diemen's Land, with 100 men detached to Swan River, another divided between Melbourne and Sydney, and the third at Sydney, with a detached company at Adelaide, and perhaps some trifling outposts in the vicinity of head quarters.* These troops, then, amount in all to perhaps 2,500 men; and although the order and regularity which have for the most part attended the unparalleled excitement of the gold fields have been as wonderful as creditable, yet circumstances might occur, connected with these sources of sudden wealth and consequent recklessness, which would produce a commotion in civilized society the local Governments could have no means to allay.

I would then say that the general military establishment of these colonies should be increased by two regiments from England or elsewhere,† not to say by the appearance of the British flag upon these waters in the presence of one or two armed steamers. Having gained this accession of strength from the Home Government, it might be found that in a number of industrious and hard-working communities the British soldier alone appeared to be eating the bread of idleness, and that he really felt tired of the irksome inaction which must, to a certain extent, be the lot of those whose military career should doom them to pass some years of their existence under the bright and healthy skies of this fair but monotonous clime. Then it is I would propound to the authorities, and propose to the soldier, to exchange his life of wearisome inactivity for the healthful employment of useful labour; and as the one must, I presume, be anxious for the advancement of the people over whom they have been set, and desirous to add to their comfort and prosperity; and that the other, for the labour I am about to suppose him engaged in, would receive a substantial but well-earned return for his exertions—I cannot but think it would confer a mutual benefit upon all concerned, to bring that labour at once to bear where most the general requirements should demand. And this I shall imagine, at the present moment, would be the formation of good and enduring roads.

The addition to the force of military I will presume is thus dis-

* I have made no deduction for any convict-guards at Norfolk Island or elsewhere; nor have I the exact strength of each regiment, or of the Sappers and Miners and Artillery, if, indeed, any of the latter corps are now stationed in New South Wales.

† The Cape might now furnish these troops.

posed of:—One regiment ordered to Sydney; the other to relieve the wing at present at Melbourne, and to detach a company to Albury or its vicinity; whilst the relieved wing would proceed to Adelaide, from whence a company of 60 men should be detached for encampment, during the eight months of dry weather, at any convenient point between the Burra and the Bend of the Murray.

The remaining wing of this regiment, now at Sydney, I would advise to be in like manner encamped at some fitting point midway between Melbourne and that city. Of the disposition of the regiment at Van Diemen's Land I am not at present prepared to remark upon. Having thus by military authority and regulation obtained the presence of adequate labour to accomplish the undertakings suggested, and presuming that the soldiery would be willing to take employment at the hands of the Government at a rate of pay, I would fix at 2*s.* daily for the private, 3*s.* for the corporal, and 4*s.* for the sergeant, with an allowance of 7*s.* to the officers.* I would recommend that working dresses should be supplied at the colonial expense to the parties thus engaged, to consist of Guernsey frocks, strong boots, stout trousers, and rough hats. To prevent desertion, I think particular instructions to the gold commissioners might be given with effect, and furloughs occasionally granted to soldiers to dig with regular licenses; or should that indulgence be objected to, the presence at the diggings of two or three old soldiers or non-commissioned officers employed temporarily as *provosts* might deter the evil disposed from such attempts. The works I have specified already as appearing to me to demand construction were, in South Australia, a road from the north of the province, probably the Burra to the Bend of the Murray, and one from the city of Adelaide to the nearest point of that river, where it is natural to suppose that, as the navigation progresses, the necessary conveniences of jetties and landing-places will be formed. For the materials to form the *substratum*, &c., of the roads, I imagine the Colonial Government should make provision, by contracting for supplies of broken stone, which (should labour be deficient, the prisoners unavailable, and wooden or asphalt pavement inapplicable) might be brought as ballast from America or England. The substance should consist of granite stone or limestone broken into angular fragments, the largest of which should be capable of being passed through a ring two and a-half inches in diameter; whilst in the actual construction of the roads, where the soil is soft, there should be a covering of three or four inches of clean gravel.† For the foundation rough stones, easily procurable, should be used to a depth of seven inches in the centre, diminishing to three at the sides, and their interstices being filled with stone chips, the

* To the non-Australian trader these allowances may seem high; but when it is considered that the daily labourer earns here 7*s.* a day, this objection will cease.

† In many parts it may be necessary to lay a further foundation of brushwood under these stones. This I imagine would depend upon the soil. Side drains also would be requisite, and might be sufficient with a well-constructed surface without cross-drains.

whole curve of the road would then form a convexity of about four inches. The upper surface laid on over this should generally form a coating of six inches in thickness, the centre of the road receiving the hardest portion of the stone.

For these details some apology is required, as, wherever military labour would be used, it would be essential to employ small parties of the Royal Sappers and Miners, under the superintendence of an engineer officer, connected or not with the Survey Department of the colony. Moreover, as carts and horses would be required on all these undertakings, I would suggest the necessity of the services of some bombardiers of the Artillery, with a few gunners and drivers under their charge.* With these dispositions, I am of opinion that a first-rate road from the Burra (if that were selected as the line) would soon be constructed by a body of soldiers stationed midway between the two extremes, and furnishing one-third of its strength daily to work in each direction.

The road from Adelaide, if to be formed by military labour, I would recommend should be prosecuted in precisely the same manner. Should it, however, be expedient to form a direct land communication with Melbourne, I would propose another system for adoption. And this, with the preface only that in all these undertakings the preservation of military discipline and practice must be adhered to, should be as follows:—

The wing at Melbourne having to proceed to Adelaide, I would cause them to march by land in two bodies, at considerable intervals, each accompanied by officers or persons conversant with the matter in question, viz., the formation of a road. Upon the advanced division, consisting probably of 120 men, I would entail the duty of clearing the line of road previously marked out by regular survey; to the succeeding party I would entrust the duty of laying the foundation of the road; whilst the next division, coming from Adelaide, should improve the construction of the line; and the fourth and last body should be able to complete the formation; reserving, perhaps, the permanent construction of the bridges it might be necessary to form on the route, and for which materials would have been found by the colonial officers for a future period. These several parties having been supplied with tents, and marching leisurely, according as their work progressed, might, I imagine, in a progress of eight months, construct a tolerable road, previously surveyed; and a similar relief, carried on twelve months afterwards, ought thoroughly to complete a road to Melbourne, even were the distance to exceed my calculation of 400 miles. †

* I would allow two carts and three horses to every twenty-five men or thereabouts.

† In this calculation there is an error, so to speak, implied, if not expressed. It is, that the force from Adelaide would only be 70 men—a body perhaps too small to work effectually if divided. If so, a subsequent detachment to the mouth of the Murray, near Wellington, could effect what was wanted. But these details I would leave for further consideration and more experienced heads, as also the decision of the question whether it would do to leave a half-finished route through the wet season, when it

Should this vast labour be deemed inexpedient at present, or for many years to come, I will only refer what I have said to the construction of a road between Melbourne *viâ* Albury and Sydney; in which case, the relieving bodies being much larger (each regiment of 700 or 800 men), greater results might be derived, and a convenient thoroughfare, I doubt not, speedily formed to the new seat of the Legislative Government, which I have already presumed would lie between Sydney and Melbourne, and about 100 miles from Albury on the Murray.

Thus much for the actual system I propose to work upon in securing an easy access to the Senatorial retreat, which I have placed amidst the wild and picturesque scenery of the Australian Alps; and which I confess I should expect to realise in course of time, if not the dissipation, certainly the local attractions and perhaps the gaieties of a Harrowgate, a Wiesbaden, or a Washington. Lest the novel plan of such gigantic undertakings by military labour should seem strange, and, even if feasible, inconvenient, I would add that the employment of the soldiery in the construction of roads and other public works is by no means uncommon in the Continental States of Europe, where it has in some cases been the praiseworthy practice of the rulers to commemorate the labour of such enterprises by public inscriptions, in conspicuous localities, expressive in brief terms of the nature of the work, its extent, and the numbers of the corps by whom it has been constructed.

Referring to more ancient times for the formation of lasting and durable highways, we find that the most wonderful works of that extraordinary people, the Romans, were those great roads whose solidity has defied the effects of fifteen centuries. Speaking of the cities that then studded the extent of the Roman Empire, and which were estimated at the number of 1,197, the luminous Gibbon observes, "All these cities were connected with each other and with the capital by the public highways, which, issuing from the Forum of Rome, traversed Italy, pervaded the provinces, and were terminated by the frontiers of the empire. If we carefully trace the distance from the wall of Antoninus to Rome, and from thence to Jerusalem, it will be found that the great chain of communication, from the north-west to the south-east points of the empire, was drawn out to the length of 4,080 Roman miles.*

The public roads were accurately divided by mile-stones, and ran in a direct line from one city to another, with very little respect for the obstacles either of nature or private property. Mountains were perforated, and bold arches thrown over the broadest and most rapid streams. The middle part of the road, raised into a terrace which commanded the adjacent country, consisted of

might be entirely formed by portions gradually. In this supposition I imagine the materials to have been furnished by the Local Government, and deposited at convenient points, as, for instance, Adelaide, Wellington, the Great Bend, Albury, Sydney, &c. This expense of carriage, moreover, I have not united to my calculations on paper.

* 4,080 Roman miles were equal to 3,740 English.

several strata of sand, gravel, and cement, and was paved with large stone, or, in some places near the capital, with granite. Such was the solid construction of the Roman highways, whose firmness has not entirely yielded to the effects of fifteen centuries. They united the subjects of the most distant provinces, by an easy and familiar intercourse; but their primary object had been to facilitate the marches of the legions; nor was any country considered as completely subdued till it had been rendered, in all its parts, pervious to the arms and authority of the conqueror." At this time the Roman empire measured 2,000 miles in breadth and 3,000 in length, and under the Emperor Claudius the population was computed at 120,000,000—"the most numerous society that has ever been united under the same system of government."

CAIUS.

Adelaide, July 25th, 1853.

QUARTZ CRUSHING.*

TO THE EDITOR OF THE "TIMES."

My last letter on Australian matters concluded with the words of the stately historian of ancient Rome. This I purpose to commence with an extract from the *Home News*. The eloquence of Gibbon may perhaps be wanting there, but the subject to the present community will be not less interesting than the anatomy of the great Roman frame, or the details of the arteries which pervaded its vast system. It is in connection with the gold discoveries in California and this continent, and the probable results which will accrue from the cessation of gold-washing and the introduction of quartz-crushing, under a general and organized form. The writer, who appears to draw his matter from the *New Quarterly Review*, after recording his opinion, and the belief of the miners themselves, that quicksilver will soon be so abundant, and the process of crushing so improved, that the *matrix* of the ore itself will be ground and turned to immense profit, would at once declare his conviction that the fall in the value of gold will be "immediate and tremendous," but that he has not sufficient authority whereon to rest his alarming speculation.

The great point of the enquiry is this, that if quartz-crushing

* Published in the *Adelaide Times*, of 9th August, 1853.

be successful, the supply is unfailing and illimitable, as its results, it is feared, will be unparalleled.

The subject is thus continued by the Journal:—"The Nouveau Monde has as much quartz as can be crushed in 40 years, at 300 tons a-day; the Carson's Creek Company has no less a possession; and the Agua Fria has now, we believe, a great deal more. We have been told by Cornish miners who have returned from the Californian washings, that they have traversed miles of quartz, from every part of which gold was occasionally cropping out. Assayists tell us that every morsel of this quartz carries within it its burthen of gold, although no sparkle strikes the eye, and no yellowness is visible in the grain. A specimen of the stone, exhibited by the Nouveau Monde Company, has been assayed by an eminent assayer, whose declaration is, that utterly worthless as that stone appeared, it is yet so rich in gold that, if an average of the mine from which it came, 'the engineer's calculations of productiveness may be quintupled.' Such a fact as this is not to be lightly got rid of. If the gold is there, it is beyond calculation. 'One gentleman, Mr. Baggs, asserts that his steam-stamps will reduce to powder 20 tons per diem to each four-horse engine. Mr. Clements, of the Nouveau Monde, states that his machinery will enable him to crush 150 tons a-day.' The estimates of the Agua Fria cannot be less. Mr. Clements 'calculates that the quartz he is quarrying will produce one pennyworth (not pennyweight) of gold per pound' throughout, and that this 'will enable him to export an annual million of gold,' and 'pay his shareholders an annual 1,000 per cent.' If this be so, not only would he receive supplies to any extent of machinery and men, provided at any cost by Panama; but the result we dread, and which it is to the interest of the world should fail, would be realised. Gold produced annually from inexhaustible quantities must speedily sink in value, 'by rapid gradations, if not by a single sudden fall.' Happy then will it be for the world 'if the whole interests of civilized society be not revolutionized before the metal becomes so depreciated that the supply will cease.'"

This is the more moderate view of the matter. But what say the Agua Fria and the Ave Maria Company?—"that quartz can be made to produce a shilling's-worth of gold to a pound of weight!" If this be fact, "all the excitement we have heard of in San Francisco, Sydney, or Melbourne, will sink into insignificance, compared with what we shall see raging at home."

A few months must decide these questions. Meanwhile let us turn to Australia, which, in the actual material, must be as rich as California itself, and see how its interests would probably be affected in regard to population and labour by the cessation of gold-washing and the introduction of quartz-crushing. Looking to the pamphlet of Monsieur Leon Faucher, on the demonetization of the precious metals, I find that, in Australia, it was at first supposed, after an analysis of some ounces of quartz taken from Mount Ophir, that the ton would yield more than £1,100 sterling; but these experiments made on so small a scale are of little value.

Nor is it likely that Australia, when the diggers are reduced to the necessity of becoming quartz-miners, will show any superiority of yield over California, where the richest mine, La Nevada, yielded only 59 dollars, £12 5s. 10d., and this from a vein of extraordinary richness.

With regard to the increase of quicksilver, which appears so necessary an agent in these extractions, it seems to be abundant in California, and to have given rise to increased vigour in Mexican mining; the Cinnabar Mines of New Almaden, near San Francisco, were lately producing 400 kilogrammes a day.* This produce, transported on the backs of mules, has been sold in various parts, and given in Chili a fresh impulse to silver-working. In Mexico the new workings have yielded a produce of 50 per cent. of quicksilver. The price of silver has in consequence fallen, and the recent economy in the cost of amalgamation must kindle the spirit of fresh discovery. From these inferences, and from the fact that gold mines are always argentiferous,† the author of the work from which I derive my information predicts a fall of gold to the value of silver, or that silver will be elevated to the standard of gold. Whatever the result of such enquiries might be, I cannot but think that, in an agricultural and pastoral country like Australia, the pursuits of mining and digging in all its branches must, by an enlightened Government, be ever regarded as secondary objects to the grand and main pursuits of the community at large, viz., the cultivation of the soil and the production of stock. These questions induce, I think, the subject of labour, on which the proper prosecution of those ends mainly depend; and thus by a natural chain of reasoning we again return to the direct point—how will Australia be affected by the cessation of productive diggings, and the consequent want of employment which will be the lot of unsuccessful or improvident diggers; for even should the organization of regular quartz-crushing companies make large inroads upon the otherwise abundant labour thus fortuitously placed at the disposal of the colonies, I think it cannot be denied or even doubted, that these provinces will receive a vast accession of useful workmen by such results; nor will the quartz-mining, however productive, be found to possess such charms for the habituated digger as the less certain but more exciting occupation of searching for gold. The majority, then, thrown out of employment, and soon likely to want for food, must look to the latter for relief. Such has been the history of mining colonization from the beginning. In the early days of conquest in South America, the Spaniards began by abandoning all other pursuits than the search of gold and silver; they ended, however, by building cities, forming harbours, constructing churches, planting the land, and rearing flocks. After the soldiers came the miners; after the miners came the colonists; swords were turned into ploughshares, and as it

* The kilogramme is equal to about 2.6-10ths lb. troy.

† The proportion of silver in a nugget of gold is calculated at about one-eighth in California, one-tenth in Liberia, and one-fifth in New South Wales. Thus in Australia, for every four kilogrammes of gold, there is one of silver.

was in the 17th so it will be in the 19th century. Australia, California, and perhaps the colder regions of the Altai, will be covered with people; and though, perhaps, the spirit of enterprize and the thirst of discovery may occasionally reveal tracts of now unknown riches, it is to be doubted that any future fields will equal the wonders of the last two years. For the immediate benefit of Australia, we should perhaps hope so—such, at least, is the opinion of your correspondent,

JASON.

Adelaide, July 30th, 1853.

IS A MILITIA AT PRESENT WANTED IN
AUSTRALIA ?

Adelaide, August 11th, 1853.

In the prominent notice which Australia has recently obtained from the mother-country, and which has been mainly owing to the vast importance of the gold discoveries, the subject of its defence has not been forgotten. A writer in the *United Service Journal*, in particular, appears to have studied with some effect the question of self-protection, of which, he thinks, these colonies are capable. I confess, myself, I look upon the matter as premature, and shall do so until I can believe that the disorganization consequent upon the gold-fields has entirely subsided, and the working members of the community have for the most part resumed their ordinary pursuits. But if, as I expect, these colonies shall, in ten years' time, be in all material respects (British interests naturally excepted) independent of the Home Government, then I can conceive no better basis (as a groundwork) for internal tranquility and external respect than the formation of a militia, consisting of riflemen and artillery. The former of these arms is well adapted to the nature of the country, and might comprise, in each province, one mounted corps,* with several (perhaps six) infantry battalions. The latter (the artillery) would be chiefly intended to garrison the few but important works which the possession of large commercial seaports must indubitably call for.

The writer above referred to seems to think the militia of the

* A mounted corps of 400 men would be the most extensive formation that could be required in any one province, and that might be divided into eight troops. In Van Diemen's Land a smaller corps would answer. In New South Wales two would perhaps be required, as also in Victoria. The infantry battalions might be each 500 men.

Channel Islands to be a good model for imitation, and I have always understood that they answered admirably the purposes for which they were destined, and did prove themselves good soldiers in the time of need. Of their personal appearance and attention to their drill, I might in some degree, myself, be permitted to speak, did I think the testimony were now needed; but it is not, and I would only, therefore, add the suggestion that, should this establishment be ever required, a few useful hints might be taken from the militia of the United States, the Landwehr of Prussia, and the Rifle Corps of the Swiss Cantons. With regard to the latter, I will only particularize the excellent system of practice customary in some, if not all, of the cantons, where, on given fête days, prizes are contended for by the most skilful marksmen before the assembled population of the district, and thus an emulation excited, which is said to render this mountain people as skilful in the use of their weapons as in the days when the steel-clad chivalry of Austria fell before the strong arms and deadly shafts of these sturdy Switzers. I have said, however, that I think the question of military self-defence is as yet premature, and I do so because, should those provinces be declared independent in the course of a few years, I am of opinion that they would become, not the discarded, but the protected offspring of the Parent State; in which case regular troops and armed steamers should be placed at the disposal of the Australian governments, which might pay a yearly sum for this protection until a regular colonial force should have been established. Such, *magna componere parvis* was the case with the islands of the Ionian Republic, which, by the treaty of Paris in 1817, were declared a free and independent State, but placed under the exclusive military protection of Great Britain, and paid, or did recently pay, £35,000 a year for the military force thus placed at their disposition.* Nor could there be any real hardship in such a charge upon the revenue, as nearly the whole of this money would be expended in Australia.

CONCLUDING REMARKS.

With respect to the great question I have propounded for consideration, viz., the Constitution of a General Senate, I think it should be composed of not more than 40 members, nor less than

* Something similar occurs, I think, in the East Indies, where a great portion of the Queen's regiments receive pay as well as allowances at the charge of the Company.

24, and that the President should be named by the Crown upon the recommendation of the Governor-General, who should be required to select the person in question from four candidates submitted, one by each province, for the appointment. The members of the Senate itself should, I conceive, be nominated by the respective Governors of each colony, and one half of them might be members of the House of Assembly originally elected by the people. Thus, I think, the probability of conflicting interests between the Great Council of the State and the Representative Houses would be avoided. To the Governor-General I would further concede the power of adding to the Senate as many as eight members, to be selected by the Governors of the four provinces. To give to the people the right of electing a majority of the general Upper House would lead, I believe, to endless bickering and strife between the officers of the General and Local Governments and the popular members. To exclude the people's choice utterly from this Chamber would, on the other hand, be invidious, illiberal and productive of no good result. I am, therefore, clearly of opinion that the Senate should be in part taken direct from the members of the Lower House, and partly from the nominees of the Crown in the person of the Governor or Lieutenant-Governor. In this way, I believe, would all difficulties arising from aristocratic or democratic tendencies be got rid of; for, without disputing the general rectitude of the people's intentions, or the ordinary wisdom of the choice—*vox populi vox Dei*—I am yet convinced that circumstances might occur by which the most fitting member for a great Council might be excluded from it by popular election; whilst, for similar reasons, a person possessing no other qualification or claim than a factitious or transitory popularity might be summoned to the most important deliberations.

What should be the precise nature of the measures to be submitted to this Council it were at this moment difficult with precision to define. I am of opinion, however, that, as far as possible, the deliberations of the Senate should be confined to questions connected solely with the general interests of the provinces—and, with well-regulated colonial intercourse, how vast a field would this comprise! They could, moreover, determine all matters connected with neighbouring colonies, or with foreign powers, receiving merely the concurrence of the Governor-General, as the Chief of the State, to these acts. If, however, it should appear that inconvenience to the public service and unnecessary delays were the consequence of the transfer of provincial business to the General Congress—(I use the term advisedly)—then, I think, no possible objection could exist to the Session of the senatorial members of each province as an Upper House in the capitals of their own colony, where the subjects of financial and local questions might perhaps with more propriety be discussed.

Whether the Right Honourable gentlemen composing this general Senate should receive salaries from the Executive for

their duties may be doubted; but I am decidedly inclined to think that their *amor patriæ* and devotion to the public weal would not be impaired by the receipt of some small remuneration for their labours, and I might say their travels, as in some cases the Members of this Council would be necessitated to journey some hundred miles before they could reach the scene of their deliberations. Under these circumstances, I would suggest for future consideration, not that the Senators of Australia should be the regularly paid servants of the Government, but that during their presence in the general Congress of the State, which might occupy a period, travelling included, of nearly three months, these officials should receive a certain daily allowance,* say, three or four guineas a day, and thus obtain some compensation for considerable trouble, time, and labour.

Thus much for my humble ideas as to the future constitution of the government of these provinces, residing in a general Senate, with a local Legislature.

With reference to the other portion of my theme—the construction of the roads throughout Australia it would seem that a probable estimate of the expenses attendant on the scheme I have propounded should have attended the details. I have considered the subject, however, and have come to the conclusion that the ordinary form of estimating road expenses, by cubic feet, &c., would be utterly impracticable in the present case, not to say inapplicable, inasmuch as at the present price of labour, at least £1,500 a mile would probably be the result. This is supposing colonial labour were available.

Looking, however, to the feasibility of employing considerable bodies of soldiers in such constructions, I find that the expenditure under the head of Allowances to the Troops, Staff, &c., would be something approaching to the following scale:—

Allowance to 500 Soldiers, at 2s. a day, for 12 months	£18,250	10	0
„ 18 Officers, at 7s. „ „	2,299	0	0
„ 25 Sergeants, at 4s. „ „	1,825	0	0
„ 25 Corporals, at 3s. „ „	1,368	15	0
„ 6 Bombardiers, Rl. Artillery, at 3s. 6d. about	383	5	0
„ 25 Privates, Rl. Artillery, at 2s. 10½d. „	1,304	13	9
„ Sappers and Miners, Allowances, &c. „	500	0	0
(Or, say £1,000.)			
„ 2 Officers of Artillery, at 7s. a day, about	255	0	0
„ 1 Commissariat Officer „	127	5	0
„ 1 Dep. Assist. Quartermaster-Genl. at 10s.	185	0	0
Allowances—Total about	26,498	8	9
Add extra allowance to Officer in command	185	0	0
Total	£26,683	6	9

* As is, I believe, the case in the United States, where during their labours the Senators are paid eight dollars daily and travelling expenses.

Probable expense of Carriage of Light Baggage for the Troops thus employed, say 6 Companies, with 4 carts each	£1,200	0	0
Probable expense of Carriage of Water (necessary occasionally) by bullock-drays or carts, 6 Companies, each 1 cart*	800	0	0
Staff Carriage (hospital, regimental office,) &c., for the above	400	0	0
	<hr/>		
Carriage of Water and Light Baggage	£2,400	0	0

It seems impossible to estimate with probability these expenses ; but as the regimental baggage would be forwarded by sea to the place of destination, or the greater portion of it, and as water would not always be required, I imagine the Commissariat would procure carts built by contract, and hire or buy horses—the military having charge of them as in the case of the carts used in the construction of the works, and driven by artillerymen.

To estimate the expense of bullock-drays at a future period is also attended with much difficulty. In the Caffre war it was put down, I believe, by Sir Harry Smith at £50,000 for one year, but the force employed was upwards of 9,000 men.

The account then stands thus—†

Allowances to Military for one year	£26,683	8	9
Carriage	2,400	0	0
Add possible extraordinary expenses for allowances, as Commissariat items, drivers, &c.	500	0	0
	<hr/>		
	£29,583	8	9

Supposing then, the roads to be traversed (it matters little where) should be 400 miles in length, I shall put down for the preliminary expenses attendant on its survey, including the allowances to the staff employed, carts, horses, &c., at £2,000

For the foundation of the road, the materials for which cannot be procured by the soldiery, I shall suppose an outlay of 4,000

And for the gravel required, I shall add another 1,000

£7,000

making £5,000 for the supply of materials for this road, which I shall presume deposited at convenient distances throughout the line and broken ready for use ; and not being able to approximate to the

* Meat I imagine could be obtained by attaching droves of cattle to the line of march or by previous Commissariat arrangements ; the expense, therefore, I have not estimated, but I do not think, carriage excepted, it need exceed the usual rate of rations. The same would be the case with regard to the biscuit served out, unless flour were carried, when the troops would be required to bake their own bread.

† I have supposed one year for the duration of the labour, presuming the first corps to take eight months in its march, the second four.

expense thereof, I shall put it down at £2,000, or about the labour of 20 men daily for six months, with the expenses attendant on cartage included. Should it be desirable to import stone, I see no reason why the Home Government should not employ their prisoners in breaking it, instead of piling shot, to the annoyance of all connected with our military prison discipline. We shall then have for the road expenses, £9,000, to which, being unable to estimate military labour by the ordinary mode, I will add £50 per mile for contingent expenses throughout, or

	£20,000	0	0	making for the whole expense
Materials as before	9,000	0	0	on the road
	£29,000			to which add the allowance
to the troops	29,583	0	9	

£58,583 8 9

and the total will be under £60,000, for which, if a road or roads to the length of 400 miles could be constructed in any needful directions, I can only say the experiment ought to be tried, whether the expenses are paid for by one, two, or three provinces.

Finally, with regard to military labour of the nature above supposed, it would, of course, be of a rough description and not in appearance comparable with that of regular workmen. I think, however, it would be as durable, though obtained at about one-third of the rate paid to the ordinary labourers, and achieving a result (if it can be obtained) at perhaps one-eighth of the cost of construction, presuming £1,000 per mile as the medium expense of laying down a road of 400 miles. The proof, however, would not be difficult, consisting merely in the selection of a mile of road, say the North Terrace, or the South Terrace, or any other line, and the employment of 12 or 18 soldiers (if the authorities sanction it and the men are willing to work), under the superintendence of a Civil Surveyor and a non-commissioned officer of the Sappers and Miners. Then, if this experiment should prove in a few months perfectly successful, I think the feasibility of my scheme may be allowed. Doubtless there would be difficulties in a long line which would not be encountered in so short a distance; but, on the other hand, in that case there might be found facilities which would not exist in the short space of one mile. For instance, in a line of 100 or 400 miles, it is probable firm and level plains might be met with, which would not immediately demand the construction upon them of a macadamized highway, but rather a railed space of great breadth, say one quarter of a mile, so as not to concentrate the entire traffic on any one point, by which means the other portions of the road already constructed would become clogged by accumulations of mud, which would render the monthly cleansing or scraping, that I imagine would be required, possibly insufficient. That is, however, a matter for the deliberation of those versed in such matters. For myself, I confess my inability to decide the point. The great question appears to me the necessity of these roads, and when necessary, the

expense; £60,000, may be thought a large sum for a doubtful advantage, and that sum it would take, for I have not included in my estimate the charges of Civil Surveyors, who should, I think, assist in a matter of the kind. There would, moreover, be a sum of £2,000 or thereabouts for clothing, a similar sum for tools and repairs; all which, with contingencies, I place at £5,000. Then, after the construction of a long line, small post-houses, caravansaries in miniature,* or at least huts, would be required; therefore I think that my estimate of £60,000 or £65,000 even, cannot be looked upon as too high a charge.

But I have exceeded my limits, and shall therefore for the present again subscribe myself

CAIUS.

POSTSCRIPT AND NOTE.

After a careful reflection upon and consideration of the seeming impossibility which I have propounded for consideration, viz., the construction of 400 miles of road, not including bridges, or the supply and cartage of broken stone, for some £60,000 or £70,000, I am induced to add to the estimate I have made the following increase, viz:—

Hire or purchase of carts and horses for conveyance
of provisions and water, and stores for the troops £5,000

A further acquaintance with the interior of this country obliges me also to be doubtful whether even two bodies of 500 men could complete a line of the above extent in twelve months. An additional four months, therefore, added to the march of the second body would increase the amount of expenditure about one-fifth, or, say, £12,000, making a grand total of about £82,000.†

Adelaide, October 22nd, 1853.

* It is possible that toll-houses, let by Government at a nominal rent at first, till traffic increases, and held under the tenure of an obligation to keep in repair a certain number of miles of road, might be found a feasible mode of procuring some degree of labour upon these new lines.

† The foregoing Letters, originally published in South Australia, were dedicated most respectfully (but without permission) to the Right Honourable the Secretary of State for the Colonies.

A. K.

LETTERS FROM SOUTH AUSTRALIA.

STEAM COMMUNICATION WITH GREAT BRITAIN VIA THE RED SEA.

Adelaide, March 1st, 1855.

SIR,—I have the honour to submit, for the consideration of His Excellency the Officer Administering the Government, a Prospectus which appears (marked A) in the newspaper of this morning, of a Company for connecting the Postal Communication of Australia with the East Indian line of steamers running to Suez from Ceylon, Bombay, and China. I beg at the same time to state, that should it meet with the approbation of the Government, I purpose to enclose the same to the five Governments interested, with the accompanying letter (1).

I have also respectfully to suggest to His Excellency that I am induced to think that, for the furtherance of the ends in view, a Provisional Committee of three members might at once be formed in this City, for the purpose of corresponding with similar bodies in the other Colonies; such Committee to consist of a Member of the Legislature, the Colonial Treasurer, Auditor-General, a Member of the Chamber of Commerce, the Master of the Trinity Board, the Agent for the Peninsular and Oriental Company, or any three of the individuals named, who might be disposed to give their services towards an undertaking which is apparently so much desired. At the same time, no expense need be incurred until the concurrence of three of the Colonies specified should be obtained, and unless voluntary subscriptions should be forthcoming for the object in question.

A notice might, however, with the sanction of the Government, be published in the Daily Papers to the effect that persons desirous of becoming shareholders to the amount of £100 and upwards in the proposed Company should give in their applications to the office of the *South Australian Register*, or such other

place as might be appointed ; such declaration, at the same time, involving no risk to the parties applying, but merely giving an insight into the probable demand for such shares as are stated in the Prospectus,—the declaration in question being signed by the applicants, and the notice in the Newspaper by a Member of the Committee.

The Committee, it is also suggested, might give into the Government their opinion of the propriety of contracting for the hire of a swift steamer, for the immediate purpose of making experiment of the proposed line *viâ* the Mauritius, its advantages and disadvantages, and the probable expenditure that would be incurred, together with the capabilities of Port Aden for a fixed station.

The Pacific steamer, with another of a similar class, it is thought might advantageously be hired for this purpose, until the Company (supposing it approved) should have purchased their own steamers in England or Scotland, as proposed.

Trusting that His Excellency will not deem my communication misplaced, and apologising for the length of my letter,

I have, &c.,

(Signed) A. KINLOCH.

To the Hon. the Act. Col. Secretary.

(ENCLOSURE 1.)

Adelaide, March 8th, 1855.

Sir,—With the sanction of His Excellency the Officer Administering the Government of this Colony, I have the honour to submit to the Government of Victoria the Prospectus of a proposed Company for connecting the Postal Communication of Australasia with India and Great Britain, which is published in the *South Australian Register* of this morning, and marked (A).

At the same time I am authorized to state that steps are being taken to form a Provisional Committee in this Colony, for the purpose of considering the merits of the scheme and corresponding with any similar bodies which the adjoining Colonies may think fit to appoint ; such Committee deferring, until the concurrence of two-thirds of the Colonies interested has been obtained, to incur any expense beyond a notification in the papers for the purpose of ascertaining the probable demand for an issue of shares of £100 and upwards to each applicant.

I have, &c.,

(Signed) A. KINLOCH.

The Hon. the Col. Sec., Victoria.

PROSPECTUS (A).

To the Editor of the *Register*.

Sir,—Continuing the subject of the Postal Communication with Great Britain *viâ* the Red Sea, to be conducted by an Australian Company, touching at the Mauritius (Seychelles), I proceed now to enter still more into the details of the matter, and to give my reasons for believing that the affair might be conducted with great advantage to these Colonies, and very considerable profit to the holders of shares, and these I should suggest might be issued at £20 or £25, payable at once, or by instalments, first of £10, afterwards, with due notice of further calls, at £5 per share.

Taking, therefore, the outlines of Judge Boothby's proposition for my chief guidance, I proceed to specify the items of expenditure, and probable returns at a general average of about two-thirds of the Judge's calculations.

At the same time I would mention that I set very little value upon estimates in general, regarding them rather as a means of throwing light upon the general features of a scheme and afterwards checking a too lavish expenditure, than as necessarily a very correct statement of probable income or expenditure; I therefore do not vouch for the correctness of mine.

EXPENDITURE.

Cost of steamers from 1,500 to 1,800 tons burthen, guaranteed to steam not less than 13 knots per hour, to be purchased in England, if not advisable to build <i>one</i> at Hobart Town or Sydney	£180,000
Iron or other stores for coal depôts and office at Mauritius, King George's Sound, Adelaide, Melbourne, and New Zealand	30,000
Contingent sundries	6,000
	<hr/>
	£216,000

APPROXIMATE YEARLY EXPENDITURE.

Captain, £600; three Officers, £800	£1,400
Surgeon, £300; Chief Engineer, £400	700
Second and Third Engineers, £500	500
12 Firemen at £9 per month	1,296
Crew of 48 Seamen, at £8 per month	4,608
18 Men and Boys, at £4 per month	864
	<hr/>
	£9,368
	3
	<hr/>

Yearly cost of Officers and Crews (three steamers) .. £28,104

Victualling Crew of eight Officers, at £85 per annum, and 78 Crew, at £30, for three steamers	£9,000
Victualling 60 First-class Passengers, at 4s. per day, for an average of 22 days, will give for one steamer	£264
And 80 Second Class, ditto ditto	220

£484

Or, for 36 Voyages, two to Aden and Melbourne respectively every month, and one made by the third steamer as a branch from Melbourne to Launceston (George Town), New Zealand, Sydney, and Melbourne (2)	17,424
Stores for engine-room and general purposes, estimated by the Judge at £800 per voyage, I will place at £300 for one steamer every voyage, or for 36 voyages	10,800
Coals, supposing they are burned exclusively, <i>i.e.</i> unmixed with wood (proposed to be obtained in Western Australia), and to cost £3 per ton, whether English or Colonial, I estimate on a calculation of the Australian Pacific Company for their vessels of 1,600 tons burthen, and 300 horse power, with a probable consumption of 20 tons per day, or 200 tons in 10 days, at 36 tons a day for each steamer, which for three voyages, at 22 days per voyage, and at £3 per ton, will give the annual amount of (error)	*84,816

EXPENDITURE BROUGHT FORWARD.

Cost of three Steamers, Crews, &c.	28,104
Victualling ditto	9,000
“ Passengers	17,424
General Stores	10,800
Coals (error)	*84,816
Yearly Expenditure	£150,144
Less error	8,352

The agency and management I propose to meet by a Committee of three Directors at Adelaide, Melbourne, Sydney, and Auckland, with a Chairman at Melbourne, a Clerk at Launceston, and a Board of Directors at the Mauritius, with a Clerk at the Seychelles, and one also at King George's Sound. Their salaries might be something to the following effect:—

<i>Mauritius</i> .—Assistant-Secretary and Treasurer, £350; and Clerk, £140 per annum	£490
<i>Seychelles Island</i> .—One Clerk	150
	<hr/>
	£640

* An error, but on the right side, the amount should be £76,464.

<i>King George's Sound</i> .—One Clerk..... per annum	180
Two Workmen	150
	<hr/>
	£330
<i>Adelaide</i> .—Assistant-Secretary and Treasurer, £400 ; and Clerk, £160 per annum	560
<i>Melbourne</i> .—Secretary, £700 ; and Treasurer, £600	1,300
Chief Clerk	350
Two Clerks	400
Warehousemen and Porters	250
	<hr/>
	£2,300
<i>Launceston</i> .—One Clerk.....	180
<i>Sydney</i> .—Assistant-Secretary and Treasurer, £350 ; and Clerk, £170	520
Warehousemen	150
	<hr/>
	£670
Chairman (<i>Melbourne</i>).....	500
Three Directors meeting monthly at Mauritius, Adelaide, Melbourne, Sydney, and New Zealand, and receiving two guineas each for their day's at- tendance (if advisable to pay them at all) for superintending the affairs of the Company	360
Total cost of Management (estimated by His Honor Judge Boothby at £7,200 for eight voyages)....	£5,540
(<i>New Zealand</i> , omitted, say)	280
	<hr/>
Forming a total sum for Agency and Management for thirty-six voyages	£5,820
Which if necessary can be increased to the Judge's estimate.	

ESTIMATE.

Total amount of annual cost brought forward	£150,144
Agency	5,820
	<hr/>
	155,964
Add for Insurances (3) ..	15,000
Expences, Aden.....	800
Printing, Advertising, &c.	3,000
	<hr/>
	174,764
Contingencies.....	5,000
	<hr/>
Total Yearly Expenditure	£179,764

PROBABLE RECEIPTS for Passengers, Goods, Letters, Newspapers, and Parcels:—

*60 First Class Passengers to Aden, at £50, (average passages)	£3,000	0	0
60 Ditto returning	3,000	0	0
*80 Second Class ditto	2,800	0	0
80 Ditto returning	2,800	0	0
Freight of Gold, Goods, &c., say 350 tons at £5	1,750	0	0
Ditto return voyage, say 200 tons	1,000	0	0
70,000 Letters to Aden, at 2d.	588	6	8
60,000 Newspapers at $\frac{3}{4}$ d.	187	10	0
Return Mails, say	500	0	0
1,200 Parcels, at 4s. (qy.)	120	0	0
Returning	100	0	0
	<hr/>		
One Voyage and Return	15,845	16	8
		12	
	<hr/>		
Yearly Receipts	£190,150	0	0

PROBABLE RECEIPTS of third steamer running as a Branch steamer to Launceston (George Town), New Zealand, Sydney, and Melbourne, and on an average rate of passages as follows:—

100 First Class Passengers, at £7	£8,400
100 Second Class ditto, at £5	6,000
Goods, Letters, Parcels, &c., say 3,000 each monthly trip, or per annum†	36,000
	<hr/>
	50,400
Carried forward	190,150
	<hr/>
Total Receipts	£240,550
Add the Grants from Legislatures—	
Melbourne (4)	£36,000
Adelaide	6,000
Sydney	10,000
Tasmania	5,000
Western Australia	1,200
Mauritius (doubtful)	8,000
	<hr/>
	£69,200
Receipts brought forward	240,550
	<hr/>
Annual Receipts	309,750
Deduct Expenditure	179,764
	<hr/>
Profits	£129,986

* Or say 50 First and 60 Second Class Passengers, at £55 and £40 respectively.

† This is, perhaps, in excess for a commencement.

Or more than 50 per cent. on Expended Capital of £216,000, the only deductions from which would appear to be the preliminary expenses of forming the proposed company, law expenses, deductions from grants of legislatures, say *in toto* £20,000, and annually £2,000.

REMARKS.

Having premised that I do not vouch for the correctness of my estimates, which I think of little importance as regards the feasibility and success of the project in question, I purpose to make but a very few remarks. And first as to cost of steamers. On this head I find, in an excellent article which appeared in the *Sydney Empire* of June 18th, 1853, that the estimated cost of a steamer built in the best manner in London or Scotland, and with the most perfect machinery now in use, could not be less than £45,000—I have allowed £60,000.

As to whether these boats might be built at Hobart Town or Sydney, I have not enquired; but, the builders and machinery coming from home, no doubt they could. I am not aware that any one here would undertake to lay down the lines of vessels of the above class.

The Australian Pacific Company calculated, it appears, to find 20 tons a day *only* for their steamers of 1,600 tons and 300 horse-power—I have allowed 36! Whether wood from King George's Sound might not be laid in, and used on short trips—say Adelaide to the Sound, New Zealand to Sydney, and thence to Melbourne, &c., if mixed with coal, remains to be proved, but it has not been calculated in these papers.

SALARIES.

With regard to the salaries of the Staff, &c., employed in the various ports at which the steamers would touch once a month only, and for one, or at most two days, it seems almost unnecessary to observe that, if too low, they can be increased when additional steamers are placed on the line.

The title of *Assistant Secretary and Treasurer* has been preferred to that of *Agent*, as comprehending more fully the description of the duty which would devolve upon the persons in charge at the different stations; but the name is quite immaterial. With only two boats running between Melbourne and Aden, the duties of the officials of the company would necessarily be of an easy nature.

COALS.

In the case of the depôt at King George's Sound, if wood was required to be taken in as well as coals, some steps would be taken to obtain regular labour; if not, some of the prisoners could doubtless be employed.

EMPLOYMENT OF THE THIRD STEAMER.

In the event of accident to one of the Aden steamers, the third boat would replace the disabled one, its place being taken by a contract vessel.

N.B.—The voyage of the third steamer from Melbourne, *viâ* George Town and New Zealand to Sydney and back, at the average of 13 knots per hour, might probably be accomplished as follows:—

Melbourne to George Town.....	16 hrs. say 210 mls. (qy.)
Detention	6 „
George Town to New Zealand.....	130 „ 1700 „ (Auckland)
Detention	16 „
New Zealand to Sydney	110 „
Detention	24 „
Sydney to Melbourne	60 „

362 or about 15 days.

In the event of Sydney or New Zealand entering into other arrangements for the conveyance of their mails, the profits of such a Company as that specified in the foregoing sketch could not of course be so great.

In this case also it would be necessary to make the steamers call at Hobart Town as well as George Town, or, at any rate, at some intermediate harbour, as for instance, Port Macquarie.

I am, &c.,

A. KINLOCH.

Adelaide, March 6, 1855.

NOTES.

(1.) I might support this opinion by what I have read, I believe, of the Caledonian Canal, that it cost ten times the original estimate, and will never pay one-tenth of that.

(2.) I have supposed the voyage of the third steamer to occupy 22 days as the others, but it should never exceed 17 days.

(3.) I am unable to give any certain idea of what this item should be. (Probably 5 or 6 per cent. only.)

(4.) £3,000 per month was voted by the Melbourne Legislature, for the bi-monthly mail, brought overland in 65 days.

Erratum—The distance of New Zealand from the Continent of New Holland or the Island of Tasmania, appears by the map to be nearer 1,700 than 1,500 miles, and this will (*should*) necessitate an increase in the average rate of passages to and from Melbourne, George Town, Auckland, and Sydney. In place, therefore, of 100 first class passengers at £7, and 100 second class at £5, I would read 100 first class passengers at £8 10s., and 100 second class at £5 10s., thus making an addition to receipts of £2,400 per

annum. The voyage would, however, occupy one (or two) days longer.

N.B.—There appears to be an error in the amount for Coals, but the estimate being only approximate, it in no way affects the merits or the probable profits of the scheme.

DRAINAGE AND WATER SUPPLY OF THE CITY OF ADELAIDE.

SIR,—Although the Water Supply and Drainage of the City of Adelaide are now before the Council, in the very comprehensive report drawn up by the Hon. Captain Freeling and Messrs. Hamilton and Hanson, yet your Excellency will not, perhaps, deem me intrusive in venturing a few remarks, with a view to the furtherance of any temporary scheme, which, as in the case of the Torrens Bridge, may in the *interim* be thought advisable.

In doing so, however, I must respectfully premise that I have no further acquaintance with the subject than that acquired whilst acting as Resident of the Island of Ithaca, in the Mediterranean, when it became my duty to urge upon the General Government of the Ionian States, the great advantages that would accrue to the Island, and its chief town Vathi, by the introduction of a good supply of water. And this, I would observe, was to be brought from a spring distant from the town about three quarters of a mile, and elevated above the sea about, I think, 1,300 or 1,500 feet, and to flow into three fountains, to be constructed in the more open portions of the little capital Vathi.

The project had been before submitted, and mine was a modification only of those which preceding Residents had advocated.

There was, therefore, but little novelty in the scheme itself, beyond some alteration in the mode of raising a sinking fund by a tax on the water and shipping supplying themselves from this source.

In one point, however, material as regards expense, I happened to be original, viz., in a proposal for *cylinders* of *tile* as conductors of the water from the mountain, a suggestion recommended to me by Major Chapman* of the Royal Engineers, who happened to be then in the Residency, and he thought these pipes might possibly be constructed in the Islands. The project was, however, deemed at the time too costly.

In the City of Adelaide, with a considerable population and

* Then Captain, and now Colonel Chapman, R.E.

abundant funds, there might be no necessity for adopting such means for an aqueduct. And, therefore, if I might venture an opinion at all, I would put it to the Government whether tanks similar to those in use in Hindostan, and one-fourth of the size* or (say 25 to 30 yards square) might not be constructed; and these to be filled in the rainy season, and afterwards become a portion of the more comprehensive system of Waterworks adopted in the Squares and Park Lands, as recommended by the Surveyor General and his Committee.

If the periodical rains should be clearly insufficient to fill these tanks, perhaps conductors (conduits) might be laid on from the higher grounds, or even from North Adelaide, near which large pools (*ponds*) of water may often in the winter be seen; whilst the city might assist the filling of these reservoirs by a weekly or monthly supply from water-carts.

Finally, if a very grand scheme of Waterworks were contemplated, and adapted to the Botanical Gardens, I have seen none to equal those at Nismes, in the south of France, of which, doubtless, plans are procurable in this Colony.†

They were constructed by Louis the Fifteenth, on a memorial from the Province (or Department) of Gard, or the City itself.

With reference to any effectual system of sewerage, it is with great diffidence I venture to observe that a very good plan is adopted by the French Police (*Gendarmerie*), who, on information,‡ are empowered to levy a fine on all houses, the fronts of which have not daily been cleared of all refuse. Perhaps, therefore, before the establishment of a complete system of sewerage, by the aid of pits and some deodorizing process, this regulation might be brought once a fortnight into play, to the entire annihilation of the many eyesores which deface and disfigure the environs of Adelaide.

These remarks I beg, in conclusion, respectfully to observe, are addressed only for your Excellency's private consideration.

To have inserted them in the newspapers might not have met with your Excellency's approbation, and would probably have been quite useless. Indeed, I have been surprised at the little benefit which here results from the use of the Press in public undertakings.

In saying this I allude more particularly to the magnificent scheme originally propounded by Judge Boothby, and modified by myself, than which (I say it, for I believe it) none was ever propounded more calculated to advance the prosperity of any country.

Trusting your Excellency will forgive my having stepped for

* I am not aware of the precise dimensions of the tanks in the East Indies, but no doubt, at a very trifling expense, the size and DATE (PROBABLE or OTHERWISE) of nearly every tank in Asia could be obtained—a suggestion, by the by, worthy the attention of the antiquary, the student, the artist, or the sportsman.

† See "Le Magasin Pittoresque," de M. E. Charton, for a sketch of these Water Works.

‡ Perhaps rather "on personal investigation and proof of the fact."

a moment out of the routine of office work in the busiest moments of my leisure hours, I beg to remain, with due respect,

Sir, &c.,

(Signed)

ARTHUR KINLOCH,

Clerk of Executive Council.

To His Excellency,

Sir R. G. MacDonnell, C.B., Governor-in-Chief.

Adelaide, January 21st, 1856.

SEARCH FOR GOLD.*

To the Editor, *Adelaide Times*.

SIR,—In furtherance of the intended exploration of the interior of this Colony, with a view to the discovery of a gold field, I would suggest that a Colony should be despatched to the neighbourhood of the Gawler range, there to form a settlement, under the supervision of any competent persons, and always provided our “Celestial” friends are willing to accommodate themselves to circumstances, and obey orders. The funds for the purpose might be procured, I imagine, from the Government, if they sanction the move, or an association of persons might subscribe their £100, £200, or £500, to form a settlement, for the purpose of cultivating land, cutting wood, searching for coal, or any other useful and profitable work which the poor thinly-clad consignment of Chinese might, if willing, be competent to perform. Port Lincoln † would naturally derive the principal benefit from this establishment, from which it might be distant about 100 miles, more or less; but that benefit would naturally create corresponding action here in the way of supplies, and would, ere long, be the cause of a Steam Company being formed for trading in the Gulf. The principal point would be on funds being found—first, to get good people—Chinese, I suppose; secondly, to get a Superintendent and Assistants; thirdly, to find a person ready to build a store, or set up a canvas one; fourthly, a Surveyor would be required, with one or two helpmates; also three or four persons to act as interpreters.

* Written on the occasion of an unusual influx of Chinese into the province.

† Port Lincoln is said to be the best harbour in South Australia, and looking to the tract of country lying westward of it, should some day be an important place. It would then require a Lieutenant-Governor—a functionary who should also reside at Port Elliot, or on the Murray River. A Resident Commissioner would hardly be applicable, as these officers should not be altogether stationary, but exercise an active supervision over the large territories which form, as it were, the wings of the Province.

The establishment of such a Colony would require some rules for its guidance, and precedents are not abundant. The late Sir Charles Napier founded a Colony of Maltese in Cephalonia, which for a time prospered, but afterwards completely failed. The reason does not clearly appear, though that eccentric, distinguished, and eminently able man, accused the government of having thrown obstacles in the way of the advancement of this settlement, which in the teeming brain of the founder, would have taught the Cephalonians how to grow rich, by covering their valleys with fruit and grain, and stocking their farms with cattle. "But Adam (Sir Frederick,* not our respected progenitor) "passed over the Colony like a destroyer," and in spite of Sir Charles' wrath, the settlement was abandoned.

Adverting, however, to the present suggestion, some details and statistics might be found in the account of this Colony in Napier's work on the Ionian Islands, said to be in that mysterious bank of deposit—the Mechanics' Institute of this town. Any one, therefore disposed to indulge in speculative or philanthropic views, would perhaps benefit his fellow citizens by hunting up this work, and enlightening us on the subjects of the theory and practice of colonization.

I subscribe myself,

Adelaide, 1856.

EN AVANT.

THE ORDER OF THE FLEECE.

Nature appears to have denied to South Australia the possession of a golden soil; but, as the Alchymist endeavours to profit by the wealth he seeks but does not possess, might not, I would ask, this Colony endeavour to derive from the wealth around her that richness of conception and ideas which may compensate in some degree for the dearth of the metal itself.

South Australia is a country of great extent, general fertility, and some internal resources, and forms one of the nations of that fifth quarter of the globe, which we call Austral or Southern Asia. It has now attained to considerable prosperity, and wants but the skilful employment of capital and enterprise to extend still further in wealth and commerce. In the remote parts of the province—in the North and at the North-west Boundary—are *thousands* and *thousands*† of acres of land as yet unseen by man, and which must, in the ordinary course of progression and settlement, be yet untenanted for many, many years.

* Lieutenant-General Sir Frederick Adam, Lord High Commissioner of the Ionian Islands, when Sir C. Napier was Resident of Cephalonia.

† Qy. "Millions and Millions."

I would invite the attention of the Government to the exploration at once of these distant regions ; and following out the understood principle in all communities of rewards and encouragement, in contradistinction to punishments and correction, I would hold out to the explorer *of one or two hundred miles from any settled district*, on verified proof of his enterprise, large tracts of land as a gift to himself and his heirs ; such grant to be not less than 500 or 1,000, or more than 2,000 to 3,000 acres.* Possessing this estate in a distant region, and one which must for a length of time be unavailing for human labour and existence, I would further confer upon its owner (if otherwise deserving) some title with the land, illustrative briefly of the nature of his grant and the cause of the donation, and perhaps conveying a degree of authority which, in the event of the formation of a distant settlement, might prove useful to the "lord of the manor," and beneficial to his followers.

Various titles exist in various lands, all more or less applicable to such an end ; Scotland, Switzerland, Austria, Holland, might each be applied to for authority in such a case, but possibly the institutions of our own land might with more propriety be adhered to. With a full recollection, therefore, of the laugh that was raised against the Sydney pretension to a Botany Bay Peerage, I would suggest that an Order should be established in South Australia, to consist of Knights and Companions, who should, as is the case with the Maltese Order of St. Michael and St. George, be eligible for such distinction under certain conditions.

PATRON :—The Queen, or Prince Albert.

SENIOR MEMBER :—The Governor for the time being.

SIX KNIGHTS :

Viz. :—Four Members of Executive Council ; President of Upper House ; Speaker of Assembly.

(It is presumed the Clergy [qy. the Judicial Bench] are not distinguished by any earthly honours.)

COMPANIONS :

All former Members of Executive Council.

The Mayor of Adelaide, and all former Mayors. (Qy.)

All former Speakers of Legislative Council.

HONORARY KNIGHTS :

Governor Sir John Hindmarsh.

Colonel Gawler.

Colonel Robe.

Governor Sir George Grey.

Governor Sir Henry Young.

Captain Sturt.

HONORARY MEMBERS, (Companions) :

Lieutenant-Governor Eyre.

* If for pastoral purposes this would be insufficient.

Any additional Member to be elected by the whole Order, subject to the approval of the Governor (as Senior Member) and confirmation by the Queen.

With respect to the selection of Knights, the Governor-in-Chief would, of necessity, be the head of the Order in this country; and the Members of the Executive Council, being next in precedence, would naturally follow. Moreover, these individuals would, I think, be the most fitting, not because the Government service in this Colony is the best selected and the worst paid of any in the Australian Provinces, but because the unrequited labours of these gentlemen are very severe. Nearly every Act of any importance, and multitudes of questions of trivial or no importance, have received their attention, quite irrespectively of the duties of their own department.

Official employment of this kind should not be unrequited. The munificence or the wealth of other Governments—the East Indies for example—liberally remunerates their Councillors. In Calcutta, the Senior Member of Supreme Council receives, or did receive, at least £8,000 per annum, and the other members in proportion.

A reason, then, is shown for some other distinction besides the temporary prefix of "Honorable" on occasions applied to all Members of the Legislature. To the Speakers of the Houses of Parliament, as Knights of the Order, no objection could possibly be made. From the position they hold they must, of necessity, be persons of high intellectual attainments and have influence in the community. It may not be necessary here to touch upon the other and Honorary Members, further than to say, that the compliment to former Governors would be appreciated; and that, to confer the decoration on men who have distinguished themselves like Eyre, Sturt, and Cadell,* would add to rather than diminish the lustre of the Order.

Should this institution then, be decided on as one likely to create an emulation for distinction of any kind throughout the Colony, in Great Britain, or in Australia generally, the Council should show its approbation thereof by voting an endowment of some 100,000 acres as the nucleus of the Order, and to reward its Members. A medal should then be struck, after mature deliberation as to its design and decorations, and Delegates should be appointed to obtain the sanction of the Queen to the proper constitution of the Order.

Doubtless they would encounter opposition and even ridicule in their task, but their object being a good one, failure should throw no discredit upon them. Prudence would, at the same time, suggest that every means should be taken to render the institution worthy of enrolment amongst the other Orders of Europe; and to this end, besides the very careful selection of the Candidates

* Since this was written another enterprising navigator, Mr. W. Randall, one of the earliest Murray Explorers, has added another 2,000 miles to the inland navigation of Australia, by the ascent of the Darling, a tributary of the Murray.

for a Golden Ball, the insignia of its decorations should not only be handsome and tasteful, but splendid and even gorgeous.

The Order might be termed—

“The Order of the Fleece.”

“The Golden Fleece (Australian).”*

I subscribe myself,

Z.

Adelaide, June 16, 1856.

STEAM POSTAL COMMUNICATION.
(2ND LETTER.)

To the Editor of the *Adelaide Times*.

SIR,—The question of Steam Navigation is once again upon the *tapis*, as indeed I always thought it would be. The Treasury Minute is far from satisfactory; not, in my opinion, because nothing has been done with regard to dropping the Adelaide Mails, but because the shortest route has not been insisted upon. In the first place, with respect to the steamer calling first at a South Australian port,—with the map before me, I perceive, that unless a steam vessel purposely alters her course she has no business within 150 miles of Kangaroo Island, the most Southern available part of this Colony, and that, therefore, the direct course to Melbourne would be the best arrangement for the present.

As to the detention of His Excellency last year, and the Mails this year, no one will pretend to say these two instances form any criterion by which to judge of our usual regularity of intercourse with the adjoining province.

My own conviction is, that the delay in the English Mails going to Melbourne first would be *five* days at the most (qy. *four*)—that is to say one day and a-half going from the longitude of Kangaroo Island, *twenty-four* hours (or say *twelve*) detention in Melbourne, and two days and a-half coming up from thence.

No doubt this is considerable, but unless you provide accommodation for large steamers, you cannot expect them to visit your ports. With regard to the more important question of the route to the Red Sea, I can see no object in the steamer calling at Singapore or Ceylon, unless some increased commerce is thereby to be gained; otherwise, they should go direct to Aden; and I *do not* see that it is a matter of much consequence whether Diego Garcia (Chagos Archipelago), or the Seychelles should be the intermediate port. The first island is a good deal more direct—say 800 miles (nearer than the Mauritius)—but the Seychelles have a more direct communication with that Island. Perhaps it should be left to naval men to decide in reference to the greater

* It appears that some intention now exists of creating an Indian Order.

conveniences which either of these spots are able to offer for steamers coaling.

My scheme for a Company to take up the whole Australian Postal Communication with Great Britain is enclosed. I do not see any possibility of its now being carried out, great as the gains should be.

The Colonies would not pull together, and a sufficient degree of commercial enterprise is wanting here. There was an error in the Estimates which the *Register* should have pointed out, an editor being an auditor in some respects for what he publishes. But the profits would not have been lessened by this, and there was, moreover, a very ample margin left in the profits generally, and in intercolonial traffic for a much larger deficit.* Moreover *gold* is generally found with *quartz*.

I have now condensed the matter very much, as it is hardly necessary to go into details again when the project is taken up in England by the Post Office authorities.

PROSPECTUS of a Scheme for Steam Postal Company to Aden, touching at the Seychelles Islands, or Diego Garcia.

Funds to be raised by the issue of Shares at £20 or £25, payable in instalments of £5 and £10.

General Expenditure about two-thirds of the Estimate of Mr. Justice Boothby.

Three Steamers of 1,500 tons, to steam 13 knots per hour	£180,000
Sundries	6,000
General Stores	30,000
	<hr/>
Outlay.....	£216,000
Expenditure for Crew	28,000
Victualling ditto	9,000
,, Passengers	11,616
,, Branch Steamer.....	5,850
Stores, &c.	7,200
,, Branch Steamer	2,500
Coals	76,464
	<hr/>
	£140,630
Agency met by Directors in each Colony, and Staff..	5,820
Insurances	15,000
Advertising and Printing	3,000
Contingencies	3,000
	<hr/>
Annual Expenditure	£167,450
Probable Receipts of the two Steamers running between Aden and Melbourne	190,150
Ditto of Branch Steamer	50,000
	<hr/>
Total	£240,150

* It was the contrary.

Add grants of Legislatures (Mauritius not included)	£61,200
Grand Total	301,350
Deduct Expenditure	167,450
Profits*	£133,900
Or more than 50 per cent. on Expended Capital of ..	£216,000

R. N.

Adelaide, June 19, 1856.

THE IONIAN ISLANDS.

To the Editor of the *Register*.

SIR,—In your generally instructive article of yesterday, on the present condition of the petty Republic which the Treaty of Paris converted into an independent State under the military protection of Great Britain, you state that the British Lord High Commissioner governs as President of the Senate. This I believe to be an error. Certainly seven or eight years ago the President of the Ionian States was an Ionian styled “His Highness,” and enjoying some £1,000 per annum (perhaps more) to keep up his dignity at Corfu. Count Roma was then, I believe, his name; and an acquaintance of mine, as I am informed, is married to his daughter.

To revert, however, to the body of the Senate. I find in a little pamphlet, which I wrote on Santa Maura a few years ago, and which forms part of a brief general history of the Ionian Islands, as yet unpublished, the following sketch of the Ionian Constitution as it then existed:—

“The government of the Ionian states may be termed an aristocratic republic. Since the year 1817, the date of the present Constitution, it has been vested in a Lord High Commissioner, representing the protecting sovereign of the Islands, which, by the Treaty of Paris in 1815, were declared a free and independent state, but by a law of anomaly placed under the immediate and exclusive protection and military command of Great Britain. The executive resides in a Senate of six members, including the President, who is named by the British Crown on the recom-

* From which it appears should be deducted Wear and Tear, Depreciation and Loss of Interest—about 15 to 18 per cent.; but on the other hand the coals may be reduced from £3 per ton to 45s., the estimate of the P. & O. Company. See Parliamentary Paper, “Singapore and Sydney Steam Communication.”

mendation of the Lord High Commissioner. The Legislative Assembly consisted, with the President, of 40 members, of whom 11 were chosen by the Lord High Commissioner, and formed the Primary Council (since abolished); the remaining 29 were elected from a double list of 58, which had first undergone the supervision of the Lord High Commissioner, or his Secretary, and was in proportion to the size, population, and importance of the different islands—Corfu, Cephalonia, and Zante thus returning seven each, Santa Maura four, and the three lesser islands one or two each. The Legislative Assembly, jointly with the Senate, was designated the Ionian Parliament, elected its own officers, fixed the amount of supplies, and originated new laws. The Senate had a *veto* on the proceedings of the Assembly, but its chief business was to regulate affairs during the recess of the Legislative body, and to decide matters submitted to it by the General Government, subject to the approval of the Lord High Commissioner.”

There is, I believe, no very complete history of the Ionian Islands of the present day; but the works of Dr. Davy, Jervis on Corfu, and Napier on Cephalonia, convey truthful pictures of the different islands as they were when those books were written. A pamphlet also may be mentioned, with the author of which I was acquainted, and who, himself a warm Philhellenist, declares the inhabitants of some of the islands would prefer a bad Greek government to English rule, however good. It is dedicated to Mr. Gladstone, now at Corfu, and the writer, though possibly not desirous of encouraging disturbance, may perhaps as an Irishman have a natural weakness in favour of agitation.

As regards the military importance of Corfu, the fortifications are no doubt strong, but as to defending the entrance of the Adriatic I am a little sceptical. The north-west point of Corfu is 60 or 70 miles from Italy—Otranto, I believe; and although a cruiser or two might defend this narrow sea in moderately calm and clear weather (not always to be found in the Mediterranean), I must confess my doubts that the fortresses of Corfu and Vido on the other side of the island, and commanding in some degree the passage between Albania and the Isle, would much facilitate the naval operations referred to.

Dunkirk is some 30 or 40 miles from Dover, Dieppe near 60 from Brighton, and Havre more than 100 miles from Southampton; but I have yet to learn that the fortifications of these towns (however strong they might be made) could interfere with the passage of the Channel, though doubtless they might hold an enemy's fleet or vessels, and the passage of the Straits of Dover might, in clear weather, be deemed a nice or dangerous operation.

There is a French work on the fortifications of Corfu, by a Colonel La Ferriere, which I happened to see at Marseilles, but could not afterwards procure. It probably related, however, only to the old Venetian lines, which were of great extent, and required 10,000 men to man them.

These we (the British Engineers) were attempting partially to

destroy in 1847-48, and so far as I, a spectator, could judge, very poor work was made of the attempt.

In my own opinion Cerigo, the ancient Cythera, is by position of more or as much importance as Corfu; but the island, the only one of the seven I have not visited, is said to be hopelessly barren, and it possesses no harbour.

I do not know if these remarks are worthy of insertion in your journal, for which, indeed they are somewhat lengthy; but, as an ex-Provisional Resident of Ithaca, I feel bound to say something for the islanders, who are an inoffensive and in some respects, though (*perhaps*) in an inferior way, a talented race. The Greeks of Continental Greece are likewise as generally good subjects as long misgovernment would lead one to expect; and if somewhat aspiring, and *tant soit peu intrigans*, are still "much the same sort of *canaille* as in the days of Themistocles."

At Constantinople they are reckoned perhaps the most rising of the subjects or citizens of the Porte, and do not, I believe, bear out the character for commercial bad faith which your article of yesterday would wish to ascribe to them.

On this point I should, however, refer you to Murray, who, notwithstanding the *Græcia Mendax* reputation which some still bestow upon them, is inclined to give them a high name for strict attention to their obligations in mercantile transactions.

What character they now bear in this respect at Calcutta, Trieste, Marseilles, or Manchester, I know not.

With apologies for so long a communication, I beg to subscribe myself,

Sir, &c.,

ARTHUR KINLOCH.

Adelaide, April 27th, 1859.

Postscriptum.—Napoleon I. proposed or intended to arrange the Ionian States in three departments, viz.:—Department of Corcyra; chief town, Corfu. 2nd. Department of Ithaca; chief town, Argostoli. 3rd. Department of the *Ægean* (of the *Morea* would have been still better perhaps); chief town, Zante. It was I think a fine conception, and might be tried now—at least partially.

A. K.

Adelaide, May 23, 1859.

EXTRACT FROM A LETTER

Written with a view to its consideration by His Excellency Sir W. T. Denison, Governor-General, with reference to the foregoing schemes for steam communication (pages 31 and 45), and under

the idea that a second route *viâ* Panama sooner or later (not as a postal means of communication only, but as a measure of inevitable and obvious state policy) must be adopted :—

March, 1859.

“The ideas and proceedings thus propounded did not meet with the approbation of the local government of South Australia; and perhaps my belief that the time had then arrived for the establishment of a mercantile steam fleet, under the presidency of Sir Charles Hotham, and to rival the Austrian Lloyd’s Company, which 10 years ago possessed upwards of 30 steamers,* was not sufficiently manifested to obtain for my project the consideration it might have received, and which, with modifications, I believe it deserved. I moreover miscalculated, or rather perhaps I misunderstood, the duties of local governments under British Institutions in relation to a scheme which would have been better launched upon the world by a private company or an association of commercial individuals,” &c.

THE EXPLORATION OF THE AUSTRALIAN CONTINENT.

Adelaide, July 25, 1859.

SIR,—Adverting to a Reward offered, I believe, by the House of Assembly of the Province to whosoever shall cross the Continent of Australia within certain limits, and likewise to a proposition which I made to His Excellency Sir H. E. F. Young some years ago. (Pamphlet, May, 1853, *Private Secretary’s Office*.) I now beg respectfully to state that, with the sanction of His Excellency the Governor-in-Chief, I am prepared to undertake the enterprise in question on certain conditions—and always provided, no competent person can otherwise be found—that due arrangement is made for the performance of my official duties, and finally that my state of health should admit—which at present it would not—of my carrying out my proposed offer.

The conditions upon which *only*, I should be willing to peril my life, and undergo privations or hardships impossible to describe, if not actually experienced, being somewhat different

* The Austrian Lloyd’s Hand-Book for 1850 gives 31 steamers as the number of their flotilla; but of these two, the “Imperatore” and “Imperatrice,” HAD ONLY BEEN ORDERED TO BE BUILT. There was, however, an Austrian Lloyd’s steamer, the “Imperatore,” in 1847, which assisted H.M.’s steamer “Spitfire” when ashore off Ithaca—the Captain receiving the thanks of the Lords of the Admiralty, with the present of a gold watch. I believe this Company have now more than 40 steamers.



from those which I originally laid down for myself, when I formerly offered my services to the Colony, and probably somewhat at variance with the ideas of the Legislative Body on the subject. I shall now proceed to state them as follows :

1st. That should I become the leader of an enterprise, such as now referred to, the reward of £1,000 should be doubled ; and further that the Government should incur the whole preparatory expense for the fitting out of the expedition, to an amount not exceeding £750 ; and likewise the cost of transporting my stores and party to any part of South Australia which I might select as my *point de départ*, or starting point.

2nd. That during my absence I should receive twelve months half-pay, or leave of absence for that period, and power to draw on the Government for £300 to cover the expences of the return of myself and party to South Australia.

3rd. That I should have the sole selection of the individuals composing the expedition.

4th. That in the event of any other party from this Colony reaching the North or North-western Coast of Australia within a defined period, a proportion of the Government Reward should be assigned to the leader thereof, say one-third of the gross sum, voted, or made up. And in the event of a third party reaching the desired point, the expences of that expedition, to a certain amount, say £250 or £300, should be defrayed by the Colony. (qy.)

5th. That the Government should forward, through His Excellency The Governor-in-Chief, an earnest solicitation (in Duplicate) to the Governor of West Australia, for the despatch of a vessel to some specified point of North-west Australia for the purpose of conveying to Perth or Swan River the South Australian Expedition and stores. Such vessel to remain at least two months off the indicated coast—occasionally touching at some specified port.

6th. That similar applications be made to the Naval Officer Commanding in Sydney—also to the Dutch Authorities in Batavia—if any aid could be expected from the latter.

7th. That on official notification and special report of my Expedition having reached the North-western coast, His Excellency the Governor-in-Chief should recommend to H.M.'s Government to bestow upon me a grant of 100 square miles of land along any portion of the seaboard of West Australia, which I might select between the 20th and 30th degree of South Latitude, such grant to be not nearer than 150 miles to the Settled Portions of Western Australia.

Having thus stated the only conditions on which I could undertake to traverse the Australian Continent, it remains for me but to add, that beyond the acquisition of the reward, which would yet be totally inadequate to the purpose of procuring even the meagre subsistence which enfeebled energies might afterwards require, and the trifling degree of credit or reputation which might attach to the successful Exploration of the Australian interior, there is really no inducement for any person not totally *desœuvré* to undertake the Expedition. Moreover, as to any

fame to be acquired, it may be observed, how little that fame could bear comparison with the laurels which have been earned by many of the African Travellers. As for instance, *Bruce, Park, Denham, Clapperton, Barth, Overweg, Richardson, Livingstone*, and others, of whom some, if not all of them, fell victims to the perils they cheerfully undertook to brave.

Having thus stated my ideas of the Expedition proposed, and also respectfully notified the terms on which only (health and official duties also admitting), I could attempt to enter upon such a task,

I have now respectfully to subscribe myself, Sir,

Your most Obedient Servant,

ARTHUR KINLOCH.

Clerk of Executive Council, S.A.

The Honourable,

W. Younghusband, M. L. C.,

Chief Secretary.

MILITIA FOR SOUTH AUSTRALIA.

To the Editor of the *Advertiser*.

SIR,—Although I am not myself of opinion that the great naval armaments of France—reported as now progressing—are intended for the immediate subjugation of Great Britain, and although I do not myself perceive the urgent necessity of the military preparations of England herself, I am yet fully persuaded that this colony, with possibly other British colonies, is very ill prepared to resist actual invasion.

Believing, therefore, that whether the military force stationed here, be increased within a few months or not, a militia will still be required for South Australia, I now beg to offer for the consideration of the Government and the country, a few suggestions or remarks; and I do so with a view to render more simple the enrolment or organisation of the reserve force in question,—having only to add that if my views possess no other merit, they have at least the advantage of brevity over the Militia Act of 1854.

1. A militia force, or the nucleus or groundwork thereof, is essential in South Australia, and will hereafter be found yet more necessary.

2. For the formation thereof, a certain quota of the inhabitants of six or seven of the southern counties of the province should be

enrolled as liable to serve, when expediency or emergency demand the training or services of an armed militia force.

3. Lists (muster rolls) of such persons should be furnished by the local commandant of militia (who should be gazetted a field officer) in each county, to the staff officer (adjutant-general or brigade-major of militia), who might be appointed to conduct the correspondence and superintend the formation of battalions of militia.

4. The number of militiamen in each county to constitute a depôt battalion should not exceed 450 nor be less than 250, except in the city of Adelaide, where four depôt battalions should be formed, one being mounted.

5. For the purpose of receiving, storing and issuing arms, clothing, &c., to the different battalions, when called out for training or otherwise, a colonial quartermaster should be appointed, who with the adjutant-general or brigade-major should alone receive pay as a permanent staff officer, such pay being equal to the half-pay of officers of similar rank in the Queen's service, with a special allowance during the training of the militia.

6. When expedient to call out the depôt battalions for exercise and training; the days of such training should not exceed 28 days in the first year, and 21 days in succeeding years; *two** of such days aforesaid being devoted to practice with blank ammunition, and *two** with service ammunition.

7. The pay issued to the militia when training should be—for field officers, £1; captains, 15s.; subalterns, 10s.; non-commissioned officers, 7s.; Privates, 4s.; and the hours of training exercise be five a day.

8. The mounted corps in Adelaide should not (unless expedient to add a half troop of horse artillery) exceed in numbers the full complement of two troops of regular cavalry, or say 120 men; and forage† should be issued for one horse to each man, and for two horses to the serjeant-major and officers of such troops during the periods of training.

9. This mounted corps should be armed with double-barrelled short rifle guns, or carbines, revolvers, and long-pointed swords.

13. In case of actual invasion, the militia, which would then (unless regulated by a colonial Act of Parliament) be subject to the Mutiny Act and Articles of War, should be placed under the sole command of the officer commanding H.M.'s land forces, who should then receive the rank and pay of colonel-commandant—a special allowance being granted to him and the adjutant-inspector of volunteers, for acting as inspecting field-officer and assistant inspecting field-officer of militia during the training of the militia.

* Query (six).

† Or allowance in lieu thereof.

Concluding remarks with regard to the numbers of any militia established and organized in South Australia:—

A state of actual invasion, and one of exemption from even the fear or expectation of hostilities, are so totally different, that no comparison can be drawn between them, even for the purpose of serving either as precedent or guide for the computation of the numbers of any armed force which a country larger than France, and accessible to invasion on at least 100 miles of coast, would require.

Nevertheless, as it is improbable that a great military power would attack a large British colony (though its very weakness might tempt invasion rather than its wealthier neighbours), without adequate resources, and a well-appointed expedition, I will infer that this colony should have available, on emergency, an armed force of 5,000 men of all arms, such force having been so enrolled and levied, that it could be in the field 24 hours after issue of the proclamation calling it forth.

The defence of outports, such as Ports Lincoln and Robe, must be left to H.M.'s navy, and some local coast guard or volunteer rifle corps established, or hereafter to be established; whilst, if necessary, to secure Port Elliot and Glenelg from a privateering attack, which might prove successful and destructive in three or four hours, similar measures must be adopted in conjunction with militia organization.

I am, Sir, &c.,

ARTHUR KINLOCH.

Adelaide, January 24th, 1860.

APPENDIX.

CIVIL SERVICE RETIREMENT ACT, PROPOSED BY MR. A. KINLOCH.

Preamble for Civil Service Retirement Bill.

Whereas it is expedient to make provision for the retirement of officers, clerks, and others in the Civil Service of this colony, by a deduction from the salaries of the said officers, clerks, and others; and at the same time render more accessible to persons duly qualified the preferments of the Government service—Be it therefore enacted by the Governor-in-Chief of the said province of South Australia, with the advice and consent of the Legislative Council and House of Assembly of the said province, in the present Parliament assembled, as follows:—

Treasurer to deduct 3 per cent. from salaries under £150, and 5 per cent. on salaries of £150 and upwards.

1. From and after the 1st day of January next, the Treasurer of the said province (of South Australia) shall deduct from the fixed salary of every officer, clerk, or other person, who may be receiving the sum of one hundred and twenty-five pounds (£125) per annum (and less than £150) from the said Government, the sum of three pounds per centum, and from every officer, clerk, or other person who may be in receipt of salary from the said Government, of the amount of one hundred and fifty pounds (£150) and upwards, the sum of five pounds per centum.

Treasurer to record deductions for Civil Service, and to submit account for audit.

2. The Treasurer of the said colony shall duly record the particulars of all such deductions in a book for that purpose, and shall submit the account of the said Civil Service Retiring Fund for audit to the Audit Office at stated periods, as fixed by the Governor-in-Chief and Executive Council of the said province of South Australia.

Treasurer to invest deductions in South Australian or other securities.

3. The Treasurer of the said province shall, in like manner, be required and authorised to invest the amount accruing from the deductions towards the Civil Service Retiring Fund, in South Australian Securities, or other investments, to be fixed by the Governor-in-Chief of the said colony with the advice and consent of the Executive Council of the province.

Treasurer to pay Retiring Allowances when notified by due authority.

4. The Treasurer of the said colony shall pay to the officers or others entitled to retiring allowances, as notified to the said Treasurer by the Chief Secretary, on the authority of the Governor-in-Chief of the said province, whatever retiring allowance they may be entitled to under the provisions of this Act, as specified in the Schedule hereunto annexed.

Amount of retiring allowances—how computed.

5. And for computing the amount due to any officer or other person entitled to receive any annual retiring allowance, the first day of payment shall be precisely one month from the approval by proper authority of the retirement of any such officer under this Act.

Officers dismissed not entitled to retiring allowance—may receive back deductions.

6. No officer, clerk, or other person dismissed from the service of the Government of the said province, or resigning with intent to avoid such dismissal, shall be entitled to any retiring allowance from the fund before specified: Provided always, that it shall be lawful for the Governor-in-Chief of the said province,

with the advice and consent of the Executive Council, to authorise such person or persons to receive back the deductions made from his salary since the coming into force of this Act.

Doubts how determined as to claim to, or amount of retirement.

7 Any doubt which may arise as to the claim to, or amount of, retiring allowance to which any officer or other person may, under the provisions of this Act, conceive himself entitled, shall be settled by a Board to be nominated by the Governor, consisting of the Treasurer (or Assistant Treasurer), the Auditor-General, and such other person as shall be appointed by the Governor, with the advice and consent of the Executive Council. And provided always, it shall be lawful for any such person to appeal therefrom to the Governor-in-Chief and Executive Council.

Original grant from Legislature to be repaid in 13 years.
Schedule. Exceptions.

8. And whereas the fund thus created would greatly exceed the amount and proceeds of the grant originally made for retirement from the Civil Service by the Legislative Council in 1854, and will be increased in some degree by every retirement, be it therefore enacted that within six years of the coming into force of this Act, one moiety of the said grant (£5,000) shall be repaid to the general revenue of the colony aforesaid, and that the remaining moiety (£5,000) shall be likewise repaid within seven years of the first repayment of £5,000. Provided always that the pensions now chargeable against such grant aforesaid shall be paid therefrom, or from the general revenue, and shall not now be made chargeable to the Civil Service Retiring Fund herein specified.

Five retirements only in three years. (Query, one annually.)

Interval to elapse. Those incapacitated from sickness may retire on allowance from general revenue.

9. And whereas any unusual number of retirements, from causes difficult now to foresee, might impoverish greatly the fund now contemplated, be it therefore enacted, that no retirements exceeding in the aggregate five within three years shall be allowed, and that after any two retirements in one year, an interval of one year shall elapse before any further retirement be granted. Provided always, that any officer or other person incapacitated from

sickness, or otherwise, as duly certified by medical authority, may, notwithstanding, be allowed to retire from the service of the said colony, receiving such provision as may be awarded by Her Majesty's Colonial Government, or the Houses of Parliament in South Australia.

Grant of money or land may be made by Governor, with authority of Parliament, in lieu of retiring allowance.

10. Finally, be it enacted that it shall be lawful under special circumstances for the Governor-in-Chief of the said province (S. A.), with the advice and consent of the Legislative Council and House of Assembly, in Parliament assembled, to authorise the payment of a grant of money in lieu of retiring allowance to such persons as may be entitled to receive the retiring allowance under this Act, or to commute such grant of money to a grant from the lands of the Crown in the said province of South Australia, and always provided the commutation in question of any retiring allowance shall be solicited by the officer, clerk, or other person entitled to receive retiring allowance under this Act.

A. K.

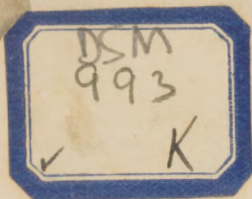
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