

MR. MARMION said he had already felt called upon to oppose this Bill, and he really must do so again. This clause seemed to him to contain a very sweeping provision indeed, and half the dogs in a town might be destroyed under it, if they happened to be "unattended."

THE ATTORNEY GENERAL (Hon. A. P. Hensman) said the clause did not require people to seize all dogs found at large, it merely rendered it lawful for them to do so, under certain circumstances.

The clause was then put and passed.

Clauses 13, 14, and 15:

Agreed to without comment.

Clause 16—Monthly returns of all dogs registered and of all monies received in respect of such registration to be sent to the Resident or Police Magistrates:

MR. BROWN said as there seemed to be no provision in the Bill for registering dogs except between the 1st and the 15th of January it appeared to him it would be altogether unnecessary to send in monthly returns all the year round. After the first month's return, all subsequent returns would simply be a *fac simile* of the January return.

MR. RANDELL said this clause taken in conjunction with the latter part of the 5th clause appeared to him to make it clear that dogs might be registered any time throughout the year.

MR. BURT: If so, what is the use of fixing the date as between the 1st and the 15th of January? According to the 4th and the 11th clauses these are the only dates on which a dog may lawfully be registered, and it will be found that if people offer to register after that date the clerks of Courts of Petty Sessions will refuse to do so.

THE ATTORNEY GENERAL (Hon. A. P. Hensman) said no Act could provide for every contingency. They could not legislate for dogs unborn. The first fortnight in January was fixed as the date for registering dogs simply in order to insure some uniformity as to the period of registration in respect of what might be called permanent dogs. If a dog were registered during these fifteen days it would have to pay the full fee, but, if registered after the first six months of the year had gone by, half fee only would be charged. The Act did

not say that people shall not register their dogs after the 15th of January.

MR. STEERE moved that progress be reported, and leave given to sit again on Monday, August 27.

Agreed to.

The House adjourned at a quarter to eleven o'clock, p.m.

LEGISLATIVE COUNCIL,

Monday, 27th August, 1883.

Message (No. 25): Replying to Addresses—Message (No. 26): Salaries of Government Officers—Message (No. 27): Landed endowments in aid of Education—Petition against Totalisator Bill—Petition from Messrs. Smith & Co. for reserve of forest land on York Greenmount—Locomotives used at Natal—Consideration of Report of Select Committee on Immigration—Consideration of Report of Select Committee on Land Grant Railway Schemes—Electric Telegraph Bill: third reading—Imported Labor Registry Bill: second reading—High School, Perth, Mortgage Bill: third reading—Swan River Bar Regulations Repeal Bill: second reading—Totalisator Bill: in committee—Adjournment.

THE SPEAKER took the Chair at seven o'clock, p.m.

PRAYERS.

MESSAGE (No. 25): REPLY TO ADDRESSES.

THE SPEAKER announced the receipt of the following Message from His Excellency the Governor:

"The Governor informs the Honorable the Legislative Council that he will have much pleasure in complying with the requests contained in the following Addresses:—

"No. 15. Roebourne and Cossack Tele-
"graph;

"28. Well troughs between De-
"Grey and Fitzroy Rivers;

"29. Jetty accommodation at Fre-
"mantle;

"30. Metalling of Mangles Street,
"Guildford;

- "32. Metalling of Bridges;
- "33. Shipping facilities at Cossack;
- "36. Reservation of certain lands
"from sale;
- "38. Fremantle Town Hall;
- "40. Repairs and Furniture of
"Government House.

"The cost of metalling Mangles Street, Guildford, should properly, the Governor is of opinion, be charged against the Railway Loan, as it is an expense directly consequent upon the construction of the Eastern Railway.

"The Governor has placed £1,000 upon the 1884 Estimates to defray the expense of metalling or otherwise covering the flooring of Bridges. For the most pressing works, an advance from this vote will be sanctioned.

"The sum of £500 will appear on the Estimates of 1884 as a first instalment of a grant of £2,000 towards the Fremantle Town Hall.

"The Governor is very sensible of the liberality of the Council in making proper provision for the repairs and furniture required in connection with Government House.

"Government House, Perth, 27th August, 1883."

MESSAGE (No. 26): SALARIES OF GOVERNMENT OFFICERS (REGISTRAR OF TITLES).

THE SPEAKER also announced the receipt of the following Message from His Excellency the Governor:

"In reply to their Address No. 39,* of the 24th inst., the Governor has the honor to inform the Honorable the Legislative Council that it still appears to him, as stated in his Message No. 21, of the 17th inst., that it would be better to defer the question of further increases to the salaries of individual Government officers.

"The Governor is as desirous as the Council can be that the civil servants of the Crown should derive benefit from the improved financial position of the Colony; but he thinks that all equitable claims should be considered together, when the permanent increase of the Revenue shall have become so well established as to justify such a step.

*That an humble address be presented to His Excellency the Governor praying that he will be pleased to direct that a sum of £50 be placed upon the Estimates for 1884, as an increase to the salary of the Registrar of Titles.

"It may reasonably be hoped that this will be the case next Session, by which time the whole question will have been thoroughly considered, and the Government prepared with definite proposals, which can be brought before the Council after giving fair weight to every proper claim. If the finances allow, and the Council should desire, any increases of salary allowed in 1884 could be provided for in the Supplementary Estimates, so as to date from the 1st of January next. No hardship would thus be entailed upon any officer by having his individual case postponed until it could be brought forward with those of others.

"Government House, Perth, 27th August, 1883."

THE COLONIAL SECRETARY (Hon. M. Fraser) said hon. members would find from this Message that His Excellency the Governor adhered to the opinion which he had previously expressed, that, whilst fully recognising the claims of many public officers to an increase of salary when the improved financial condition of the colony warranted it, still he thought it would be prudent to wait until the present satisfactory condition of our finances is thoroughly established, before dealing with these claims. It was the intention of the Government to enter fully, during the recess, into the individual claims of the whole service, so as to be prepared next session with some definite proposals on the subject. Hon. members then, if they approved of the recommendations of the Government, might embody the necessary votes in the Supplementary Estimates, and make provision for paying public officers recommended for an increase, as from the 1st of January. The claims of all officers in the service would receive due consideration, and, in view of this assurance, he hoped that the motion submitted by the hon. member for the Vasse with regard to certain proposed increases, the adjourned debate upon which was one of the orders of the day for that evening, would not be pressed, but that the hon. member in charge of it would, under the circumstances, see the propriety of not carrying the matter any further at present. He believed the hon. member for the

Swan would be prepared to-morrow with a resolution expressive of the opinion of the House on the subject, and he would therefore move that the consideration of this Message of His Excellency the Governor be made an order of the day for the next sitting of the Council.

This was agreed to.

MESSAGE (No. 27): LANDED ENDOWMENTS FOR SCHOOLS.

THE SPEAKER announced the receipt of the following Message from His Excellency the Governor:

"In reply to their Address No. 35, respecting the reservation of Crown Lands for Educational purposes, the Governor has the honor to inform the Honorable the Legislative Council that he fully concurs in the wisdom of providing, in a Colony such as Western Australia, landed endowments in aid of Education, and that he will give attention to the subject without loss of time. Government House, Perth, 27th August, 1883."

PETITION AGAINST TOTALISATOR BILL.

MR. RANDELL presented a petition against the introduction of the Totalisator Bill, and moved that it be received.

Motion agreed to.

MESSRS. SMITH & CO'S PETITION FOR A GRANT OF LAND.

MR. BURT brought up a petition from Messrs. Smith & Co., Perth, asking for a reserve of 5000 acres of forest land on York Greenmount, and moved that it be received.

Motion agreed to.

LOCOMOTIVES USED AT NATAL.

MR. HIGHAM, in accordance with notice, asked the Commissioner of Railways if he could inform the House whether Kitson & Co., or any other engineering firm, had manufactured for the Natal Government locomotives suitable for a railway of 3ft. 6in. gauge; grades of one in thirty, with sharp curves; weight of rails per foot, 45lbs.?

THE COMMISSIONER OF RAILWAYS (Hon. J. H. Thomas) said he was not aware that such engines had been used at Natal.

IMMIGRATION: REPORT OF SELECT COMMITTEE, AND GOVERNOR'S MESSAGES Nos. 10 AND 14.

THE COLONIAL SECRETARY (Hon. M. Fraser) brought under notice the report of the select committee appointed to consider His Excellency's messages relating to immigration. The hon. gentleman said the proposals of the committee contemplated the appointment of a local Immigration Board, to be constituted by law, with power to regulate and conduct immigration, and to deal with money and lands set apart for immigration purposes. This board, the committee recommended, should be sufficiently numerous to have weight and yet prove workable, but it was agreed that its constitution should be framed on the lines indicated in His Excellency's message, namely, that there should be some officers of the Government on it, and also some of the elected members of the Legislative Council, together with other colonists. It was further recommended there should be corresponding members, residents in outlying districts, who should be entitled to sit and vote at the board when in Perth. The appointment of an Immigration Agent in England was also approved, the appointment to be limited to a term of two years, for the present. The select committee also thought it was not unworthy of consideration whether there should not be an Agent General appointed to represent us in the mother country, and to transact the general business of the colony there, in conjunction with that of immigration. The committee agreed to His Excellency's proposal that the sum of £20,000 should be forthwith appropriated for the purposes of immigration from the surplus revenue. It was thought that the demands for labor would absorb about 1000 statute adults, of both sexes, within the next two years, and it was recommended that the immigration board should limit its operations to this number, the immigrants to be nominated in the manner now in force, or to be selected at home through the Emigration Agent proposed to be appointed. The committee recommended that efforts should be made to encourage the introduction from Ireland of agricultural laborers and women fitted for domestic service, but that it was not considered advisable to enter into any

arrangements for the introduction, at public expense, of Maltese immigrants. All immigrants, upon their arrival in the colony, the committee thought, should be conveyed to the ports of the districts for which they are destined, at public expense.

IN COMMITTEE.

THE COLONIAL SECRETARY (Hon. M. Fraser) moved: "That this Council, "having taken into consideration Message No. 10 and No. 14 from His Excellency the Governor, and having "had before them the report of the select "committee appointed to review His "Excellency's proposals, is of opinion—

"1. That a Board, such as is suggested by His Excellency, should "be constituted by law, with power "to regulate and conduct immigration, "and to deal with money and lands "set apart for immigration purposes; "that such board should transact its "own business and carry out its own "operations without the intervention of "the Government, but its proposals for "expenditure and all regulations for "immigrants should be generally subject "to the control and consent of the "Governor and Legislative Council; "provided, however, all regulations, "proceedings, and expenditure of such "board during the recess between the "Sessions of the Legislative Council shall "have the force of law. The board "suggested by His Excellency, this "Council thinks, should be sufficiently "large to have weight and prove workable, but its constitution may well be "left to be framed on the lines indicated "by Message No. 10; but it is thought "that, in addition, should be added "corresponding members, to be nominated by the board, who will be resident "in outlying districts, and these members should be entitled to sit and vote "at the board when in Perth. The "persons to be selected as corresponding "members should be residents well "acquainted with the wants of their own "districts. The opinion of this Council "is, further, that the powers of the "Board of Immigration should be "similar in character to the Board of "Education, which is appointed under "the provisions of 'The Elementary "Education Act,' and that probably, as "suggested by His Excellency, seven

"will be a convenient number to have "on it as members.

"2. In connection with the before-mentioned proposals it will doubtlessly "be requisite to appoint an Emigration "Agent in England. This Council "desires to express its concurrence in "the limitation of appointment of an "Emigration Agent to two years.

"3. That the sum of £20,000 from "the accumulated balances to credit "should be forthwith appropriated and "set apart for the purposes of immigration, this Council agrees is a very "proper and (under present circumstances of the Colony) a wise step.

"4. It is thought by this Council "that the demands for labor in this "Colony will absorb 1,000 statute "adults of both sexes within the next "two years. Such persons to be either "nominated in the manner now in force, "or to be selected by or through the "Emigration Agent proposed to be "appointed; but in any case it should "be an instruction to him to refuse "passages to any person, though "nominated, who from infirmity or "any apparent incapacity may be "deemed by him unsuitable for Colonial "life, and likely to prove a burthen on "the revenue at any time after arrival in "the Colony.

"Replying to the despatches covered "by Message No. 14: If provision is "made for introduction of immigrants, "and the appointment of the necessary "board and agency, there should be "encouragement to the introduction "from Ireland of agricultural laborers "and women fitted for domestic service; "and this question is one this Council "commends for favorable consideration.

"In view of the probable success of "their recommendations as to other "European labor, it is not deemed at "this date advisable to recommend or "propose that any arrangements should "be entered into for the introduction, at "public expense, of Maltese.

"This Council is further of opinion "that all immigrants should, when "brought out by Government, be conveyed to the ports of the districts for "which they are destined, at public "expense."

MR. BROWN said the resolution dealt with a most important subject. The

committee recommended that the large sum of £20,000—and this was a large sum for a colony like this—should be expended during the next two years upon immigration. The very sum itself constituted an important item, and he was somewhat surprised to find that hon. members who were not on the select committee should, apparently, feel a disinclination to express their views on the recommendations of the committee. In order that the full purport of these recommendations might be thoroughly considered, he would now move that progress be reported, and leave given to sit again on Wednesday. He noticed there was no reference in the resolutions to the appointment of an Agent General. It was his individual opinion that, if it was desirable for the colony to have an Immigration Agent, it would be simply a waste of power and a waste of time to have an Agent in England merely to look after our immigration business. All the other colonies were represented, and he thought it was highly desirable that Western Australia should be represented by an Agent General. With regard to the question of immigration itself, individually he thought it was a doubtful question whether the labor we required could be obtained from Europe. He was afraid that the openings here were not sufficient to induce European laborers to remain with us, after they came, seeing that the rate of wages elsewhere was higher. It might, however, be worth our while to try what could be procured from Europe, and, if we succeeded in getting what we wanted, we ought not to go elsewhere for it. He thought when we had expended this £20,000 we shall have decided the question whether or not Europe is to be the place we must look to, in order to recruit our population and our labor market.

MR. CROWTHER did not see any use in threshing straw twice over. These resolutions merely expressed what he believed to be the views of the majority, and as the whole subject would come on for discussion again when the Estimates were under consideration, he saw no good in going over the same ground now.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the omission from the resolutions of all reference to the appoint-

ment of an Agent General was made because such an appointment was not relevant to the question before them,—the question of immigration. He had consulted more than one hon. member on the subject, and they were all agreed that the question of the desirability of appointing an Agent General should be made the subject of a separate and distinct resolution. At present they were dealing simply with the Governor's messages with reference to the policy to be adopted with respect to immigration, but if any hon. member wished to put on record an expression of opinion as to the expediency of establishing a general Agency, it was quite open for any hon. member to do so. For his own part he failed to see what was to be gained by introducing the subject into the resolutions now under consideration, which were simply a *résumé* of the select committee's report, with the exception of the paragraph relating to the appointment of an Agent General.

MR. SHENTON was opposed to the motion to report progress, as he failed to see what was to be gained by it. He thought the resolutions were such as would meet with the support of the majority. As to having an Immigration Agent in England, he should like to see the system adopted by the colony of Tasmania, who relied upon the services of the Emigrants' Aid Corporation in England, adopted in connection with our own system of immigration.

MR. BROWN thought this was the proper time to thresh the straw, and not when the Estimates were under consideration. They were told by the Colonial Secretary that the omission of all reference to the appointment of an Agent General was the only omission made in these resolutions, and he was pleased to find that such was the case, and that in all other respects the resolutions were merely a reflex of the recommendations of the select committee. That was all very well, for those who were entirely in accord with the select committee; but, supposing some hon. member wished to propose an amendment, how was he to do it?

MR. CAREY would support the motion to report progress, for a reason which had not yet been mentioned. The House would that evening be engaged in discussing the question of land grant rail-

ways, and, if these schemes were adopted, we should want no Immigration Agent nor immigration vote.

The motion to report progress was then put and negatived.

MR. MARMION was sorry the delay asked for was not granted, for he was very much afraid these resolutions had not received due consideration. It was very rare indeed for a subject of this importance to receive so little attention as hon. members seemed inclined to give to this question. The policy involved in these resolutions was—shall we have an Immigration Board or not to control our immigration business; and now was the time to decide that question, not when the Estimates were under discussion. Then again as to the expediency of appropriating so large a sum as £20,000 for immigration, surely this was a question which deserved their serious consideration. As to the policy of introducing European immigrants rather than an alien race, that was a question upon which he had always entertained a very strong feeling, which he had never hesitated to express. Great Britain was the country of all countries which was likely to produce a class of immigrants who would settle in the colony and become attached to the soil. These were points upon which he should have expected hon. members to have expressed their views that evening.

MR. BURGESS agreed that this was the time for discussing the question of immigration, which was about the most serious question the House would be called upon to deal with, and it should be dealt with carefully. For his own part, he should support the proposal to have an Agent General in London. The same question had been discussed some years ago, and he had supported it then. He had heard from many people who came out here that they could get no information at all about the colony at home, but if we had an Agent General people would know whom to go to.

MR. WITTENOOM presumed that the reason why hon. members had not risen to discuss the resolutions was that they were in accord with them, and also with the report of the select committee, which he considered a very good report, leaving little or nothing to be said in addition.

MR. SHENTON said the only point he objected to was the proposal to have a paid Immigration Agent. He thought the whole thing ought to be arranged without such an appointment, in the same way as Tasmania managed their immigration business, with the assistance of a corporation in England who were prepared to send out as many immigrants as were required, simply charging their commission on the number sent out. The appointment of a paid Agent meant the expenditure of a very large sum out of this immigration vote, what with clerks, rent of offices, and other expenses. It might be said that, if the railway proposals now before the country came to be carried out, the syndicates connected with the various schemes would bring out any number of immigrants; but it should not be forgotten that there were other parts of the colony besides the Eastern and South-eastern Districts requiring an increase of population.

MR. STEERE said he did not know who would have the appointment of this Immigration Agent,—whether the Governor or the Board. No doubt some information might be obtained from the Crown Agents with reference to the corporation referred to by the hon. member for Toodyay, who conducted the immigration business for the Tasmanian Government. He thought it was a question worthy of consideration whether we should not utilise the services of this corporation. He agreed with the Colonial Secretary that the question of the appointment of an Agent General was a question which ought to be discussed as a separate motion, distinct from these resolutions dealing with the subject of immigration.

MR. BROWN regretted he could not view the subject in that light, and he begged to move the following amendment,—that after the word "England," in the fourth line of paragraph 2, the following words be added: "and this Council recommends that, in connection with such appointment, an Agent General for Western Australia be appointed, to perform, with other duties, that of Emigration Agent." He should like to test the feeling of the committee as to whether or not, instead of having an Immigration Agent pure and simple,

we should not have an Agent General. He was surprised to hear the Colonial Secretary say that he had purposely omitted this question from the resolutions, although it formed one of the recommendations of the select committee upon whose report these resolutions were based, and of which committee the hon. gentleman himself was the chairman. The hon. gentleman stated that he had consulted several members on the subject, but he never consulted him (Mr. Brown), and he was very much surprised to find it omitted. He could not agree that it was outside the province of the committee to make this recommendation. He thought it was very hypercritical to contend that it was not competent or relevant for the House to discuss this question in connection with the appointment of an Immigration Agent. The necessity for exercising caution in connection with this appointment was shown by the action of the hon. member for the Swan himself, who now suggested the employment in England of the corporation who conducted the immigration business of Tasmania for conducting our own immigration business, or at any rate that negotiations should be opened with that corporation to ascertain upon what terms they would undertake our immigration agency.

MR. STEERE said the hon. member for the Gascoyne seemed to be under an impression that he (Mr. Steere) had changed his mind as regards the employment of an Immigration Agent, and as to the desirability of making such an appointment, because of something that had been said about the Tasmanian system. That was a misconception. From what he understood of the immigration system adopted by that colony, he believed there was a Board of Immigration appointed in the colony, as was proposed to be done here, and that this Board had power to employ such agency as it chose in England.

MR. BROWN said he was very clear on this one point at any rate—that the select committee were thoroughly in accord with His Excellency the Governor as regards that paragraph in His Excellency's message which recommended not only that an Immigration Agent should be appointed in England but

also that the person selected for that position should be a man of energy and business habits, appointed from this colony, and possessing a practical knowledge of the colony's requirements. He did not think the corporation referred to by the hon. member for the Swan would possess these qualifications.

MR. BURGESS said we had been going to the bad for a long time for want of an Agent in England; money was being squandered and thrown away in all directions, which might be saved if we had a good man to look after our interests at home.

MR. RANDELL thought it would be inadvisable on our part to employ a corporation in England that was already employed by another colony to transact its immigration business. If we had an Immigration Agent of our own he might act as our Agent General for a time at any rate, so far as affording information with reference to the colony was concerned. He thought we might for the present leave the larger question of the permanent appointment of an Agent General, which cropped up accidentally as it were in committee. He thought matters were hardly sufficiently ripe to take action as yet, as regards such an appointment, but he considered that the appointment of an Immigration Agent would be a step in the right direction, and one which would probably lead to the subsequent appointment of an Agent General. He hoped the hon. member for the Gascoyne would see fit to withdraw his amendment. Perhaps the select committee went a little beyond its province in referring to the appointment of an Agent General at all; but the idea suggested itself to them, and the matter was mentioned incidentally in their report. He did not think it was intended that immediate action should be taken as regards making such an appointment at the present time, without further consideration.

MR. CROWTHER said if we appointed an Agent General he ought to hold the same position as the representatives of the other colonies, and should not be expected to run about the country hunting up emigrants. What was wanted now was some person or persons thoroughly acquainted with the requirements of the colony, who would travel about England but

and mix up with the class of people from amongst whom a suitable lot of immigrants might be obtained. We did not want an Agent General to do this kind of work; though, looking at what was looming in the near distance, no doubt the time would arrive when this colony, like the rest, would require an Agent General of its own.

The amendment submitted by Mr. Brown was then put and negatived on the voices.

The original resolution was then put and passed.

LAND GRANT RAILWAY SCHEMES: CONSIDERATION OF REPORT OF SELECT COMMITTEE.

SIR T. COCKBURN-CAMPBELL, in accordance with notice, moved the adoption of the resolutions prepared by the select committee appointed to consider and report upon the question of the construction of railways on the land grant system. The hon. baronet said that when he moved a resolution two years ago, which he might say was the origin of the action which had taken place since, and placed us in a position to deal with this matter in the way in which he hoped it would be dealt with this session, he certainly had not much more than a faint hope that the matter might come to some practical issue. We had now had five proposals made by different gentlemen who were prepared to form syndicates for the purpose of the construction of railways in the colony on the land grant system, and at the present moment we had three definite schemes before us which he hoped would lead to some practical result. In the second paragraph of their report the committee stated that in these schemes were included two offers—in some cases definite, in others indefinite—for connecting the Eastern Railway system of the colony with Albany on the one hand, and for extending that system on the other hand to the South Australian border, there to meet a line which it was assumed might be built westward from Port Augusta under the auspices of the South Australian Government. He supposed all hon. members were aware what they meant by that. In the first place, Sir Julius Vogel and Mr. Audley Coote made a

definite proposal for constructing a railway from York to Eucla, and, subsequently, for a line from Beverley to King George's Sound—though no definite proposal was made with reference to this branch line. Then they had Mr. Hordern's proposal and Colonel McMurdo's proposal, both definite schemes for connecting our Eastern Railway with Albany, and these gentlemen upon hearing of the other proposal to extend our system to the South Australian boundary, made offers, upon conditions which they did not specify, also to construct a line to Eucla. He might state shortly, but at rather greater length than appeared in the fourth paragraph of the report, why the select committee thought it was desirable to construct the two lines, one from York to Eucla, and the other from Beverley to Albany, rather than the line first suggested by Sir Julius Vogel from Beverley to Eucla, via Eticup, which would have involved either immediately or later on a branch line to King George's Sound. The committee in their report stated that there was but little difference in magnitude between the two proposals; and if hon. members would look at the map which had been prepared for the committee they would see there a strip of land sixty miles wide along the route of the line from York to Eucla, and a similar strip marked on the line from Beverley to Albany. Hon. members would also see that the first-mentioned line was about 800 miles in length (in round numbers), and that the line from Beverley to King George's Sound was 220 miles long, the two combined making about a thousand miles. In regard to the other proposal, the first one submitted by Sir Julius Vogel and Mr. Coote—the line from Beverley, via Eticup, thence to Eucla—this line, running as he presumed it necessarily would from what knowledge he had of the country, would be about 1000 miles in length, while the branch line to Albany would be about 90 miles; so that the former scheme would be rather shorter than the latter. That was one reason why the committee considered this offer the best. It was a far more direct course to take, and the line would pass through less bad land (so far as they could make out), and probably through considerably more good land than the other. While

on this subject, he might be permitted to read a letter from a gentleman who had taken great interest in the question, and who probably knew more about the country referred to than hon. members did. What the writer said was this: "From York to Eucla the line would run a trifle North of East, and would traverse, as far as is known, country which only required water to become available for grazing purposes through the major part of the route. On the other hand, the Southern route is certain to run through large stretches of very inferior country, and, in any case, would have only one side from which to draw traffic. Besides this, there is one as yet unsolved problem which might prove an exceeding, if not insurmountable difficulty—the water supply for engine purposes through the latter half of the suggested Southern line. It is known that on this part of the line the only water procured hitherto by sinking is salt, and it would be necessary to ascertain whether fresh water is obtainable beneath the salt. If not, large reservoirs would be required, which, owing to the light rainfall, might take years to fill. On the Northern route it is almost certain that fresh water can be procured for a considerable portion of the distance, and, as springs have been found on the Northern verge of the great plain lying to the North and West of Eucla, it appears reasonable to suppose that by making a slight Northerly detour there would be good water found within a distance from Eucla over which trains might run without watering." He fancied there would be very little difference of opinion as to the recommendations of the committee as regards this route being the right one. He might state that there was some little difference of opinion among the members of the committee as to the wording of the third paragraph of their report, in which they mentioned that they regarded the two distinct offers alluded to as calculated to greatly advance the prosperity of the colony. Some members thought it would be advisable to differentiate between the two lines, and to state which they considered the most advantageous, but other members thought otherwise. He himself was perfectly willing to leave the matter in the way it was now placed before the House; but, at the same time,

he might state that, so far as he was personally concerned, he was rather inclined to think that the internal development of our colony and the settling on it of an agricultural population involved in the Beverley-Albany proposal was the more important work of the two. Other members of the committee, however, were of a different opinion, believing that the extension of our railway system through our almost unknown pastoral lands to join South Australia was of greater consequence. But he would point out one reason why he thought the line from Beverley to Albany should not be placed second, at any rate, to the other one, and that was that this southern line, they had every reason to believe, was really obtainable, whereas, in his opinion, there was a considerable doubt whether the other project was so. He was aware that it was looked upon as almost a sin to cast any doubt upon the likelihood of the Eucla line being carried out. Some hon. members seemed to think, and the opinion was shared by some people outside, that it was treasonable to breathe or whisper any such doubt; but, for his own part, he thought it would be most unbusiness-like on the part of the Legislature not to take this point into consideration. He believed that one of the proposers had communicated with the South Australian Government with the view of ascertaining, before laying their proposals before the House, whether they were likely to receive any support from that Government, and the reply received from the Chief Secretary was that he did not approve of the land grant system. That reply it might be said to a certain extent simply begged the question, and therefore our own Government sent another telegram asking whether it would be contrary to the policy of the South Australian Government to unite their system of railways with ours, and the reply they received was that, "Parliament having approved of a transcontinental railway and an intercolonial railway to Victoria, this Government cannot consider the question of the construction of a line to Western Australia at present." He might further state that a gentleman who had just returned from South Australia had written to him saying: "I was in Adelaide when the telegram came on this subject, and spoke of it to many members.

They one and all laughed at the absurdity of it. Their reasoning is: Why should we make a connecting railway with Western Australia when we are spending millions to push through our own colony to the Northern territory. Port Darwin we intend to be the Brindisi of Australia, not Fremantle or any other Western Australian port. And to back this assertion they have before the House at this moment a Bill for railway extension some 250 miles beyond Hergott's Springs." There could be no doubt that our neighbors had been pushing their railway system northward, and eastward, with the object of making Port Darwin and Glenelg the terminal points of the lines of the Australian colonies, and that they had nothing to gain and a great deal to lose by connecting with us. Therefore he said we could not expect that for the present the South Australian Government was very likely to agree to these proposals. But the hope he had was that, when Federation came about, the matter might assume a very different aspect. Federation now seemed to loom in a nearer distance than heretofore,—in fact, every day it was becoming more and more "within the range of practical politics;" and, for that reason, he had been happy to join in the recommendation of the committee, that, in connection with either line, the House should pledge itself to the construction of harbor works at Fremantle, those works being necessarily a cardinal feature in the overland scheme, and it being desirable, even if that overland scheme did not prove feasible at present, that we should pledge ourselves to these harbor works, so as to be prepared to avail ourselves of any diversion in our favor which Federation might bring about. Hon. members were aware that Colonel Scratchley, Sir William Jervois, and Commodore Erskine, had all reported to the Royal Defence Commission that King George's Sound and Monday Island were the two keys of the Australias for the purposes of defence; and no doubt when Federation took place, Albany would be of greater importance to the other colonies than it is now even to ourselves. It was evident that internal railway communication with so valuable a strategical point and fortress would become of great consequence to the Fed-

erated Australias. And besides, although Port Darwin might be a little nearer the eastern capitals than Fremantle, there were climatic and other reasons why a line from Fremantle would be better than a line from the Northern port. He therefore hoped that when Federation came about, pressure would be put upon South Australia, and this line might become an accomplished fact. It was possible it might become so before, but he did not think it was very likely, though at the same time that was no reason why we should not endeavor to secure it. It was unnecessary for him to offer any remarks with respect to the several proposals which had been put forward, and he thought it was highly desirable that we should keep the different personalities of the proposers out of the present discussion. The committee had based their recommendations upon these various proposals, which indicated the terms upon which the colony was likely to get its railways constructed on the land grant system. He thought the House ought to be content with defining those terms, and that it would be undesirable to say by which particular individuals it would best like to see the work carried out. With regard to the resolutions which the committee had put forward as the basis upon which in their opinion negotiations for the construction of land grant railways should be conducted, there was no necessity that he should explain them at any great length. The House had had them before it for a considerable time, in another form,—not exactly in the same form, for there had been modifications; but they were based to a certain extent upon the recommendations of the commission appointed to report on Mr. Hordern's scheme; and he might say that the recommendations of that commission were also based to a great extent upon the terms of the proposals made by a syndicate to the Queensland Government. There were, however, one or two alterations, with reference to which it might be necessary he should say a word or two. The fifth sub-section of the resolutions, speaking of the amount of land which it was proposed to give in consideration of the construction, equipment, maintenance, and working of the railway, considerably modified the terms of the concession

asked for by Sir Julius Vogel and Mr. Coote. What the promoters asked for was that the land should be selected within thirty miles on either side of the railway, the selection to be made as nearly as possible in the form prescribed by the land regulations; but the committee thought it very possible the syndicate might find it difficult to obtain the kind of land they would want upon such terms, and so it was suggested that the land should be granted in blocks of not less than 60,000 acres in extent, to be situated within thirty miles of either side of the line, but provided that not more than half the frontage to the railway should be taken up by the syndicate's selections, and provided also that no one block selected should have a frontage upon the line of more than twenty miles in length, thus leaving it open for the syndicate to take their land where they liked and in what form they liked, so that they left half the frontage to the railway to the Government. The seventh section of the resolutions, relating to the introduction of immigrants, simply pledged the colony to the same expenditure upon immigration, during any one year, as was proposed under the scheme of immigration adopted by the House that evening, and it was recommended that the syndicate should be required to introduce within five years from the commencement of the contract five thousand statute adults of European extraction, at the rate of 1000 immigrants a year, and that for each statute adult so imported the syndicate might be empowered to claim payment at the rate of £10 per head, or, in lieu of money payment, might be permitted to select fifty acres of land, within a distance of thirty miles of the railway—such 50-acre selections to be in blocks not less than 10,000 acres in extent, and to be held in the form prescribed by the land regulations. The next paragraph he need refer to was the 12th sub-section, which recommended that, in the event of one syndicate undertaking to construct the two lines—that from York to Eucla, and that from Beverley to Albany—it should be made a condition that the work upon both lines should be commenced and carried through simultaneously. There was of course no particular reason why one and the same syndicate should undertake to construct both lines, as they were separated one from the other; but what the committee wished to stipulate was that, if one syndicate did undertake the two lines, both should be commenced and carried out concurrently, so that the colony should not have to wait for one line to be finished before the other was commenced. If the Government found any difficulty in getting one syndicate to do this, they could enter into negotiations with two separate syndicates, one to construct the one line and the other the other line. With regard to the third resolution—that, in making any agreement with a contracting syndicate, the interests of existing lessees of Crown lands should, so far as it may be possible to do so, be protected, and that they should be reimbursed by the Crown for the improvements they had effected upon their leases—he thought the recommendations of the committee would commend themselves to the House. Perhaps he knew more than any other hon. member about the pastoral leaseholders and their interests on the proposed line of railway between Beverley and Albany—of course, on the line between York and Eucla there were few lessees whose interests would have to be taken into consideration—but nearly all the country between Beverley and King George's Sound was taken up for pastoral purposes, and he might say that these pastoralists were chiefly what might be called a yeoman class, who had raised themselves up by degrees, and accumulated property—men to whom this railway scheme might, under certain circumstances, prove almost ruinous. Private interests, of course, must not stand in the way of the public interest, but, so far as we could, we ought to protect the interests of these settlers. Hon. members were aware that in the first proposal for constructing a railway through this part of the colony—that put forward by Mr. Joubert—the promoter said he would be willing to meet the Government in any way so as to protect the interests of these persons; and he thought there were several ways in which it might be done, but perhaps it was not worth while entering upon them at present. In regard to the second part of this resolution—that in which it was recommended that the lessees should be reimbursed by the Crown for their im-

improvements, he himself would have preferred to see the words "by the Crown" omitted, and the matter left an open question, as to how the lessees should be reimbursed, leaving it to be arranged between the Government and the contracting parties; for, what we proposed to give the syndicates was unimproved Crown lands, and if the Crown lands assigned to them were enhanced in value by reason of improvements, such as fencing, effected upon them, he failed to see why the syndicate should not pay for such enhanced value. The majority of the committee, however, were in favor of the words "by the Crown" being introduced, and consequently they appeared in the report. As to the last of the resolutions, he might say that in his opinion it would have been better to have adhered more closely to the Governor's suggestion in his opening speech,—that, after determining the lines to be constructed, the House should have simply stated upon what bases it was ready to agree to their construction, leaving the final negotiations with the promoters entirely in the hands of the Government. The committee, however, it would be observed, expressed an opinion that the proposals of Sir Julius Vogel and Mr. Audley Coote more nearly approached the terms embodied in these resolutions than did either Colonel McMurdo's or Mr. Hordern's, and apparently presented an opportunity of carrying out the object in view which they would regret to see lost. The clause had been so worded to meet the views of both sides. He hoped however the House would not consent to put its views in regard to any particular proposal in a more definite form, which he thought would greatly hamper the Government in carrying out their negotiations. In concluding these few remarks he would only add, in the words of the report, that he hoped the labors of the committee would meet with the approval of the House, and would further the important object they had in view. The hon. baronet concluded by moving the following resolutions:—

"(1.) That in the opinion of this House it is desirable that the Government should at once enter upon negotiations for the construction of railway lines from York *via* Hampton Plains to Eucla, and from Beverley to Albany, or

"for either of those lines, upon the following terms and conditions:

"1. That the constructing syndicate should not only build the line of railway contracted for, but equip and maintain it also, and work it for the transport of passengers and goods. Mail trains to attain a minimum speed of twenty miles an hour, and ordinary trains, in any case, not less than the minimum rate in force on the Government Eastern Line. The route adhered to should be that agreed upon with the Government, and, in any section of twenty miles, no deviations from that route should be permitted (except with the approval of the Government) which would increase the length of the railway within such section by more than three miles. The lines should be constructed upon the same gauge as that of the Eastern Railway; and the whole of the permanent way, plant, and rolling stock used in construction, equipment, maintenance, and working should be at least equal in quality to that in use by the Government, and be subject to the approval of the Commissioner of Railways or Engineer of the Government, as should also the character of the permanent way and the sufficiency of the rolling stock.

"2. That the survey for the railway lines should be commenced within a period of twelve months, and the work of construction within two years, from the date of acceptance of the conditions, and that the lines should be completed in sections of twenty miles, while not less than fifty miles should be constructed in any one year. Upon the termination of the contracts the lines should be open for general traffic, and the number of trains to be run and the tariff of charges to be imposed should be subject to the approval of the Government.

"3. That all unalienated lands within thirty miles of the proposed railway routes should be withdrawn from sale until the termination of

"the period agreed upon for the completion of the contract.

"4. That a strip of land along the whole length of the lines, not exceeding three chains in width, should be reserved for railway purposes, and that parcels of land of sufficient acreage should be set apart as sites for workshops, stations, sidings, warehouses, &c.; and, further, that all workshops, &c., as aforesaid, should be erected upon such reserved sites, and that the lands thus set apart by the Government for the lines, stations, &c., should—with the object of securing fulfilment of the conditions of the contract between the Government and the Syndicate—be considered in the occupancy only of the party or parties for the time being working the railway. In order to facilitate this arrangement all compensation for improvements on lands so reserved should be paid by the Government.

"5. That in consideration of the construction, equipment, maintenance, and working of the proposed railway lines the Crown should, upon the completion of every section of twenty miles, grant 12,000 acres of land in fee simple for every mile constructed; to be selected in the following manner:—The land to be granted in blocks of not less than 60,000 acres in extent, and to be situated within 30 miles of either side of the line. Provided that not more than half the frontage to the railway should be taken up by the Syndicate's selections; provided also, that no one block selected should have a frontage upon the line of more than twenty miles in length. Seventy-five per cent. of the amount of land per mile agreed upon as payment for the construction of the lines should be given by Crown grants to the Syndicates upon completion to the satisfaction of the Government of each twenty-mile section, while the deeds of grant for the remaining 25 per cent. should not be issued until the whole of the line had been constructed. And in case the contract were not completed

"within the time agreed upon, unless such non-completion were due to some inevitable cause or to some act of the Government, the said 25 per cent. should not be granted, and all rights thereto should be forfeited.

"6. That all costs and charges which the Syndicate or Syndicates may deem it necessary to incur in connection with the surveys of the lines should be borne by such Syndicate or Syndicates.

"7. That in connection with the construction of the railways and the occupation of the lands the constructing Syndicate should be required to introduce into the Colony, from Europe, and within five years from the commencement of the contract, 5,000 statute adults of European extraction, the number introduced during any one year not being less than 1,000, except with the consent of the Government, nor, on the other hand, more than 1,000, unless Government concur in the expediency of introducing such larger number. For each statute adult so imported the Syndicate might be empowered to claim payment at the rate of £10 per head, or, in lieu of a money payment, might be permitted to select 50 acres of land, within a distance of 30 miles of the line—such 50-acre selections to be grouped in blocks of not less than 10,000 acres in extent, which blocks should be held in the form prescribed by the Land Regulations.

"8. That the Syndicate or Syndicates should have the privilege of declaring townsites and villages.

"9. That all rails, engines, and rolling stock, with all the materials for permanent way, required solely for use in the construction of the lines, should be conveyed over the Government Railways at a reduced rate, and, with the approbation and sanction of the Legislature, admitted duty free.

"10. That for their own purposes and for regulating their own business the Syndicates should be permitted to erect, and operate with, telegraph and telephone

"wires, but not for public business, except by permission of the Government."

"11. That all surveys of the land selections made by the constructing Syndicate or Syndicates should be carried out at the cost of such Syndicate or Syndicates."

"12. That should one Syndicate undertake to construct the line from York to Eucla together with that from Beverley to Albany, it should be made a condition that the work upon both lines should be commenced and carried through simultaneously."

"13. That should any dispute arise between the Government and a contracting Syndicate, such dispute should be determined by arbitration, each party choosing one arbitrator and together appointing an umpire. The decision of a majority of the court thus constituted to be final."

"14. That the Government should obtain from any contracting Syndicate a substantial guaranty for the due performance of their contract; and that in any agreement entered upon provision should be made to ensure the proper upkeep and continuous working of the railway, in accordance with the conditions of such agreement."

"(11.) This House further declares that it is prepared in connection with the carrying out of the two lines—negotiations for the building of which it has recommended—to support the Government in undertaking the construction of safe and commodious harbor accommodation at Fremantle for large ocean-going steamers, such harbor works to be completed within 12 years, and in connection with the Beverley-Albany scheme, to authorise the raising of funds for constructing a line to unite the terminus of the Eastern Railway system at York with the commencement of the proposed Southern Land Grant Railway. The Council further agrees to promote the passing of the usual Bill for the incorporation of any contracting Syndicate or Company."

"(111.) In making any agreement with a contracting Syndicate the House is of

"opinion that, so far as it is possible to do so, the interests of existing lessees of Crown Lands should be protected; also that they should be reimbursed by the Crown for the improvements they have effected upon their leases."

"(1V.) This House while expressing the opinion that the proposals of Sir Julius Vogel and Mr. Audley Coote more nearly approach the terms for land grant railway construction embodied in the foregoing resolutions than those either of Colonel McMurdo or of Mr. Anthony Hordern, and that they present an opportunity which it would regret to see lost for entering upon the large and important projects in view without delay, is nevertheless willing to accept His Excellency the Governor's suggestion, that the negotiations with the promoters should be concluded by his Government. Provided that in the event of any material departure from the basis recommended by this House being found necessary, a final ratification of the agreement, by the Legislature, should be obtained, with the least possible delay."

MR. VENN, in seconding the motion, said: Having now before us the report of the select committee, who had to consider the question of land grant railways in relation to certain proposals that have been made, with the view of leading the House to decided conclusions on the subject, we have now not only to consider the question of land grant railways in its bearing on the interests and welfare of the colony, but we have to review certain lines in particular, for which distinct proposals have been made. I may, first of all, compliment the committee on the very exhaustive report before us; they have treated the subject not only intelligently but comprehensively, and have bestowed on the question an amount of labor and thought deserving the heartiest thanks of this House. They have, so to speak, "boiled down" a whole mass of controversy and discussion into certain distinct resolutions now submitted to the House, and it is to those resolutions the attention of the House will be more particularly directed to-night. The question of land grant railways has been before the House for several years, but, until last year, the question of railway

construction on that system had not excited very much discussion, and I think I may say it was consequent upon certain action which some members of this House took in regard to the question in its application to the North, that the subject got fresh life and vitality; at any rate it had the effect of stimulating discussion in this House, and of exciting very considerable attention outside the colony, and possibly the idea then put forward of connecting our northern ports with the proposed transcontinental line suggested this great southern railway scheme. That, however, is not a point for discussion on this occasion. In dealing with this question of land grant railways, I may be allowed to mention what might be called some of the disadvantages of the system. Among them is that of handing over to an independent company the rights of ownership over large areas of land,—a company whose interests in the sale of that land are somewhat hostile to the sale of lands held by the Government and upon which the revenues of the colony in some degrees depend,—the company to some extent monopolising the sale of lands in that section of the colony through which their lines pass, to the prejudice of all lands held by the Crown, by offering terms somewhat lower or more attractive than those offered by the State. That is one objection, but probably by far the greatest objection to the system is the political power these syndicates might exercise. I think in this I have stated the one real objection to the system; but I think we are able to show that whatever objections or disadvantages there may be to a system of land grant railways in a populous country, these objections and disadvantages as applied to the peculiar conditions of our colony are small, very small, in comparison to the great advantages to be derived. Firstly, we have an immense territory, embracing nearly all the climates in the habitable world; secondly, we have a very small population; thirdly, we are practically isolated from even our nearest neighbors; and, lastly, having undertaken extensive lines of railway out of loan, for the development of certain sections of the colony, we are not in a position to raise such an immense sum as would be required to construct any of these projected lines. To meet the

first objection to the land grant system, namely, the probable effect it would have on our revenues from land sales, I gather, from the returns before us, that the proportion of land sales as compared with the general revenue during the last five years, was as follows:

YEAR.	LAND SALES.	GENERAL REVENUE.
1878	£5,619 8s. 6d.	£163,344 8s. 0d.
1879	£5,665 9s. 10d.	£196,315 8s. 11d.
1880	£5,572 8s. 11d.	£180,049 14s. 2d.
1881	£5,750 0s. 0d.	£254,313 8s. 4d.
1882	£5,500 0s. 0d.	£230,372 2s. 6d.

It will be seen from these figures that, as compared to the general revenue of the colony from other sources, our land sales are not very great, and are not calculated to alarm us; for, if we at the same time consider the fact that the syndicates will be confined to lands along the route of their railway, we shall see it will not materially interfere with the sales of lands in those districts in which our lands are now sold. Their sales will take place in an opposite direction, and, I venture to say, will not materially affect the question of the land sales revenue; while, on the other hand, every sale effected by them will give equal value to the land held by the Crown. In fact, in order to make their land worth anything, the syndicate must encourage settlement by all the means they have in their power, in order to recoup themselves; and the colony participates in all the benefits they derive in giving value to the land,—with the additional advantages derived through general taxation. These are the advantages of the alternate block system; but they would not apply to any system of general selection, and it must be obvious that a system of land grant railways (taken in alternate blocks) is one that is to our sole advantage to adopt. It in no way involves the country in a liability or responsibility which is beyond our ability to deal with. It develops our resources without the contingent and oppressive aid of taxation, while at the same time it secures to the colony the interest and support of outside capitalists. Land that is comparatively useless to us is invested with a value, and is made the medium of the very best advertisement we could have; and by interesting English capitalists in our colony we secure the voice of a class of men we most require,—men to whose interest it is

to keep up the credit of the colony abroad in regard to any loans the colony wishes to raise. An interest in the soil is the very best interest, and while it is held by these gentlemen we can rest satisfied the resources of the colony will not be left to develop themselves by the slow process of time alone. That, I take it, is an important phase of the system of land grant railways. In regard to the political power which an influential land syndicate might exercise, it is a question that will not carry very much weight under the present form of Government; in fact, I think it might be fairly advanced by those in favor of our present constitution that it is beyond the influence of any combination or syndicate. The political influence and power of an outside company would be paralysed where there is an independent Executive. I am opposed, as hon. members are aware, to the present constitution, and do not wish to advance any reasons for its continuance; and I only make these remarks in its relation to land syndicates. But, Sir, I do say this—that whatever objectionable political power an extensive land syndicate might exercise, it could be counteracted by any intelligent Ministry, by timely legislation, and having the finger posts of history to guide them. I therefore assume it is now a fixed and decided principle that the system of land grant railways can safely be adopted in the colony. The select committee, as I have said, have done the House an immense service in their “boiling down” and threshing out labors, and we are now able to review these different schemes concisely without, I think, much discussion. The House no doubt will cordially endorse the committee’s report in regard to Mr. Hordern’s proposals; but there is one advantage they have omitted to mention in regard to that scheme which is absent in the others, and it is this: Mr. Hordern’s proposals would eventually absorb the whole of the waste lands about the colony, and terminate somewhere about the day of judgment. This, Sir, would not only settle the question of Responsible Government, but would decide the vexed questions of our future land regulations. I therefore think the House can safely endorse the report of the committee in regard to Mr. Hord-

ern’s proposals, and say they are such as cannot be entertained. The proposals of Colonel McMurdo are on different lines altogether, and, if we had the population and revenue of the other colonies, they would no doubt have attracted our serious attention. But, unfortunately, we have neither the one nor the other. These proposals seek to obtain a concession of 10,000 acres of land and a Government guaranty of interest on bonds equal to £4000 per mile of railway, extending over a period of 30 years, to be taken as the capital value of the railway, paid in instalments. Now such a guaranty is altogether beyond our means to find. It attaches a responsibility to the scheme that the colony is not by any means prepared to undertake, and is far and away beyond our present means. Negotiations in anything like the direction suggested by Colonel McMurdo’s proposals, I feel sure the Council will in no way recommend. By the agent and advocate of this scheme we may probably be told to-night, that of all schemes this is the best and most likely to be carried out; but the persuasive powers of that hon. gentleman will not overcome the question of a guaranty of interest on the cost,—a feature altogether absent in the other proposals. The scheme of Sir Julius Vogel and Mr. Audley Coote is one based upon the report of the committee who sat on the general question of land grant railways, composed of some of our wisest men, including the present Colonial Secretary whose report was framed with a view to attract attention to the construction of railways on the land grant system; and we find the proposals of Sir Julius Vogel and Mr. Audley Coote are based on lines almost identical with that report, and as such recommend themselves to this House most forcibly. And I may here say, it is a further tribute to the judgment of the gentlemen forming that committee that their labors arrested the attention of such men as Sir Julius Vogel and Captain Audley Coote. If the colony had been asked to name one individual statesman and financier whose voice and interest above all others they would desire to secure, I take it that the name would be that of Sir Julius Vogel,—a name which stands out pre-eminently as holding the entire confidence of the

Colonial Office; and, what is more, he has the confidence of the London share market. It is from this gentleman that we have these proposals,—a man whose name is a guaranty of their bona fides, and one on whom the colony can rely, when once it accepts the contract. But that is not all. We should have felt this assurance had these proposals been for any other line of railway, but what do these proposals offer to do? Why, Sir, to connect our far off colony with South Australia, and so bring us into direct communication by rail with all the Australian provinces. This is an offer that rises us out of the "slough of despond" at once, and commends itself to our judgment as being the one great end to be attained, the turning point in our history, that gives us at once a voice with our sisters, and cements the ties of relationship. But, great as will be the advantage of direct railway communication with the other colonies—even though no object had to be attained—that advantage is almost overshadowed by the fact that our geographical position commands the European traffic, and that Fremantle, once made a safe and commodious harbor, must be the destination of ocean mail steamers. Fremantle will and must be the last port of departure, and the first port of call; and under these circumstances, can any words of mine convey to the minds of hon. members an idea of the probable future of Fremantle and of Perth,—the probable future of the colony? What is the extent of the annual passenger traffic per P. & O. steamers alone between Europe and the other colonies? Something enormous, and increasing rapidly. We find that America has not lately been commanding so much attention as formerly; Australia is entering into a brisk competition with the States, and the traffic, the passenger traffic, is increasing to an enormous extent, and a very large percentage of that traffic will pass through our colony, when we shall be no longer an unknown quantity. Sir, prosperity must follow, and at this early period of our history Western Australia will become a great colony. In my opinion this railway scheme now before us is the key-note to this greatness. I may here draw the attention of the House to another question which is under con-

sideration, and which has been the subject of a pamphlet in London, namely, the establishment of a chain of railway communication between Europe and the Southern part of Asia. This question may not seem at first sight to bear materially on the one now before us, but if hon. gentlemen will study probable events they will see it does bear materially on the question, for, if the great end to be attained is to bring England closer to the colonies, Fremantle, from Galle, and thence by rail, through to the other colonies, would shorten the trip at least three days, as compared with the Port Darwin route. Hence I say it behoves us to lose no time in securing the advantage we possess, and in getting the railway undertaken without delay, without losing not only valuable time, but a chance that may possibly pass away from us for ever. The first in the field will be the first to command success. Sir, it has been sought to throw a wet blanket on this scheme, by saying that South Australia would set her face against connecting her lines with ours, as it would be in opposition to her interests, she having what is called a transcontinental line in view, which would, so far as her interests are concerned, monopolise the whole of that traffic a portion of which we seek to divert through Western Australia. Now, Sir, those who speak on these lines are not patriots. They have not the real welfare of the colony as a whole at heart, otherwise they would not hesitate for a moment to throw such fears to the winds, and assert the rights of the colony boldly. We have been ignored long enough, and we should unhesitatingly take advantage of our geographical position. These proposals establish that position as one commanding respect and consideration. I ask, shall we, because as a colony we desire to place ourselves in direct communication with our neighbors, not do so because our neighbors wish to go in an opposite direction, to our prejudice, and not much to their advantage? I say the idea is absurd on these grounds; and certainly no other grounds are sought to be advanced. I submit we are wrong in supposing that when we are prepared to run our railway to their border, they will refuse all overtures to join us, or to be joined on to us. Would any colony

refuse to join in such an intercolonial scheme, especially when the scheme was so much in accord with their own interests? South Australia has everything to gain by such a connection, and very little to lose. Doubtless she would lose a large portion of the passenger traffic, through Port Darwin, but she would catch all the remainder through the other portions of her territory, viâ Western Australia; so that all—absolutely all, presuming they completed their transcontinental line—the traffic would still pass through Adelaide, the difference being that a part would first pass through Western Australia. But that is not the only reason why it is to the interests of South Australia to extend her system from Port Augusta to Eucla. She possesses a large extent of country, equal in value to ours, in that part of her territory, and it must be to her own interest to develop that country while at the same time she secures West Australian traffic. And beyond that, the most cogent, the most real and the most vital question of all remains to be considered—the question of Federation. Every day the great problem is becoming more important, and the recent events, historical events, in regard to New Guinea having given a new meaning to the word. Every Australian now hopes to see the day when Federation of the colonies shall be an established fact, when we shall be no longer “the colonies” but a nation,—a nation proud of its great mother country. Before this end can be attained each colony must and will be connected by rail. Already New South Wales is so joined to Victoria, and within the next three years Victoria will be joined by rail to Adelaide. Within six years Queensland will be joined to Adelaide, and let us hope that within twelve years Western Australia will be in communication with the whole continent. We are called upon to-night to decide this great question, and to place in the hands of the Governor full power to complete the contract under certain conditions. Those conditions are named in the resolutions we are now about to consider, and I find on careful comparison that these resolutions differ so very slightly from the proposals of Sir Julius Vogel and Mr. Audley Coote as hardly to require discussion.

In that case, where the proposals made are so very much in accord with the wishes of the House, there can be no further use in shelving the question, by asking the Government to deal with any other proposal than that of Sir Julius Vogel. Practically it appears to me the report of the committee does this, but this House is now called upon to give its voice, and I have no doubt as to what the ultimate result will be.

MR. McRAE moved the adjournment of the debate until the following day.

Agreed to.

ELECTRIC TELEGRAPH BILL.

Read a third time, and passed.

IMPORTED LABOR REGISTRY BILL.

MR. BROWN, in accordance with notice, moved the second reading of a Bill to consolidate and amend the law providing for the registration of certain persons who shall be imported into Western Australia or employed in any manner within the territorial dominion thereof. The hon. member said the Act which at present dealt with the importation of laborers referred to the natives of India, China, Africa, and of the islands in the Indian and Pacific Oceans, and the Malayan Archipelago. This Act passed through the House last session after a great deal of opposition, and passed merely in consequence of a very strong appeal on the part of the Government. Hon. members objected very much indeed to some of its provisions, and foretold that the Act would not work well, but that on the contrary its tendency would be to prevent rather than to facilitate the importation of the class of laborers alluded to. One particular objection that hon. members had to the Bill was that under its provisions it would be quite impossible for persons to employ laborers (say) at Singapore, for this reason: that they could only employ them by adhering to the form of agreement set forth in the schedule of the Act. That form of agreement did not conform with the terms and conditions of the agreements recognised in countries whence these laborers were sought to be introduced. At Singapore, for instance, they had a form of their own which in no way

coincided with the form provided in the schedule of the Act passed last session, and the consequence was that persons sending to Singapore to employ laborers, as they thought under the terms of our local Act, found when they got there that the men could only be engaged under the terms imposed by the Singapore law, so that when these laborers landed here their employers found that they had been illegally employed, and that they (the employers) were liable to punishment. The Government assured hon. members, when they pointed out this objection, that they were acting in concert with the Governments of these Eastern countries, and that if the Bill became law they need not be under any apprehension whatever as to the authorities in those countries taking any exception to the form of engagement provided in the schedule. But it turned out that such apprehensions were well grounded, and that the authorities in these foreign countries would not recognise our form of agreement at all. And one of the objects of the present Bill was to do away with that form entirely, and, instead of compelling employers to engage their laborers in the form of the schedule, he merely proposed that the contract shall be in writing, specifying the nature of the employment, the period of service, and the terms of remuneration. So much for the engagement of laborers outside the colony. With regard to their employment in the colony, after they had completed their first engagement, entered into in their own country, and they had become free to enter into a fresh engagement, either with their original employers or other persons, the Act now in force enabled them to be so engaged, but rendered it again necessary that they shall be engaged in the form of one of the schedules. On turning to that schedule it would be apparent that they could not be employed for a short period; it became absolutely necessary that they should be engaged for at least twelve months. He believed he was right in saying that a case occurred a short time ago in the Nickol Bay district, where one of these laborers desired to leave the colony, and he had to wait some weeks at Cossack before he could get a passage away. The man being desirous of entering into service to enable him to

earn a little money while thus waiting to get away, sought employment, and a master was found who was prepared and desirous of engaging him; but, under the law as it now stood, he could not employ him for a less period than twelve months. The employer, however, thinking that the law would not be put in force, engaged the man until the vessel he was going in was ready to start, and he was fined for doing so. That was a case of unnecessary hardship, both as regards the laborer and the employer, and was only an instance of how badly the present Act worked. He proposed to meet this objection by striking out the proviso requiring the engagement to be in the form of the schedule. There was no other important alteration proposed in the law except this—that he proposed to strike out the 7th clause of the existing Act altogether. This clause required an employer to produce a laborer whenever requested to do so by any police constable or other officer authorised in that behalf. He had never yet been able to see any valid reason why the employers of these men should be obliged to bring them in, and produce them in this way. When this clause was under discussion he asked the Government several times what was their object in requiring employers to do this, but he could get no satisfactory answer, and in the absence of any assignable reason why this provision of the Act should remain in force, he proposed to repeal it, and he did not think the House would a second time assent to any such useless and at the same time inconvenient condition. At any rate, no such condition was embodied in the Bill the second reading of which he now begged to move.

THE ATTORNEY GENERAL (Hon. A. P. Hensman) said the Bill which was now brought in was to take the place of an Act which was only passed last session,—an Act which seemed to have been very fully gone into, and to contain a very complete exposition of the law that was then thought desirable to apply to the importation of colored labor. As he understood it, the object of that Act was general—that the natives of India, China, Africa, the islands of the Pacific and Indian Oceans, and other places who might come here, and would come here, as strangers, should on their arrival re-

ceive the protection of our laws, and that the Government here should see that the contracts these men entered into were reasonable contracts and such as the men themselves understood. It was now proposed to repeal that Act, and to bring in another, and he might at once say, so far as the Government was concerned, if it could be shown that any inconvenience or hardship had arisen from the working of any clause in the Act of last session, and it was considered desirable to modify its provisions, the Government would afford every assistance in altering the law so as to do away with any such inconvenience or hardship. On the other hand there were certain provisions of the Act of last year which it was very desirable, in the opinion of the Government, to retain. With regard to the first point spoken of by the hon. member in charge of the present Bill—the form of the original contract to be entered into with the laborer, the old Act provided that the terms of the contract should be explained to the laborer at the port of shipment, and it was then countersigned in the presence of a magistrate here; and there was a form of contract provided in the schedule of the Act containing a number of provisions protecting the laborer, as regards his wages and his rations, and also stipulating a free passage back to his own country at the expiration of the contract. The present Bill, as he understood, left the contract to be made by the authorities at the port of shipment, and it also had to be countersigned by a magistrate in this colony; but there did not appear, so far as he could see, any provision made that this contract was to be explained to the laborer by the magistrate, or that the magistrate was to satisfy himself that the contract was a reasonable one.

MR. BROWN: The provisions of the present Bill are precisely the same as the provisions of the Act of last session as to the contract having to be explained to the laborer.

THE ATTORNEY GENERAL (Hon. A. P. Hensman): That is, at the port of shipment. The old Act provided a form of contract; this does not. A contract might be made in a country where slavery is practised, and men might be brought here under agreements which would not be tolerated by the laws of

this or any other British colony. Therefore, it seems to me, if the Bill goes into committee, some provision will have to be inserted requiring the magistrate or some other local authority to see that the laborer fully understood the nature of the contract, and that it was a proper contract, and that he was the person with whom the contract was entered into. Unless you have such a provision, what is to prevent a person bringing a number of natives here, producing a certain number of agreements, and passing these men into the colony, when they may really not be the men with whom the contract was made at all. Therefore I submit there ought to be some protection for these laborers in such cases. We are told that it is proposed to leave out section 7 altogether, and the hon. member says that no reason was given by the Government for the insertion of that clause in the Act of last session. The clause merely requires the employer of an imported native servant to produce that servant, should he be requested to do so by a duly authorised officer of the Government. This certainly does not appear to me—I have not had the advantage of hearing the arguments made use of last session—but this certainly does not appear to me an unreasonable provision, that when required by a justice to do so an employer should produce, at reasonable times, a laborer who is working for him, under a lawful contract, or that some reasonable excuse should be given for his non-production. If the man is there, why should he not be produced, when a person goes to inquire for him? Another important provision embodied in the Act of last session is left out of the present Bill,—the condition as to returning these men to their own country at the expiration of their contract. There may be good reason for not re-enacting this provision, but it is a very important omission. Again, I notice that the proviso at the end of section 12 of the Act of last session is omitted, providing for a subsequent contract being entered into in the form of the schedule. Why should not that be as much provided for as the original contract under which the native came into the colony. A native comes here, and the law assumes he is the person with whom the agreement was made,

and, if he is to be looked after as regards his first contract, why should he not be looked after as regards his second contract? Again, the 13th section of last year's Act is omitted altogether. I would ask the hon. member whether there is any clause which re-enacts it?

MR. BROWN: None.

THE ATTORNEY GENERAL (Hon. A. P. Hensman): So that there is no provision whatever for a subsequent contract having to be explained to the man. These are the main features of the present Bill as distinguished from the Act of last session. I have no desire at this moment to do more than make these few remarks, for the purpose of showing that, although there is no wish on the part of the Government to oppose the second reading of the Bill, yet there are certain omissions in the Bill as now before the House which we desire to see rectified; and, without going so far as to oppose the motion for the second reading, it must not be supposed that the Government does not reserve to itself the right when in committee to suggest alterations in the Bill, and to rectify the omissions I have referred to.

The motion for the second reading of the Bill was then put and carried.

HIGH SCHOOL, PERTH, MORTGAGE BILL.

Read a third time and passed.

SWAN RIVER BAR REGULATIONS REPEAL BILL.

MR. RANDELL, in moving the second reading of this Bill, said the Act it proposed to repeal had been passed a great many years ago, and was merely enacted in order to prevent the escape of convicts across the river bar. He believed it was introduced in consequence of some event which took place at Rocky Bay, when some prisoners absconded and escaped by means of a boat. The circumstances which called for the passing of the Act no longer existed, and there could be no possible risk in repealing it. On the other hand its repeal would be a means of relief to the owners of steam and other lighters plying upon the river, which now, when they went down from Perth to Fremantle, and had occasion to cross the bar, had to anchor in the stream, some-

times at considerable inconvenience and loss of time to the owners, while the person in charge of the boat went ashore to report to the authorities that the boat was going to cross the bar. The delay thus occasioned sometimes led to the boatmen losing a favorable opportunity of crossing the bar. Apart from this inconvenience caused to the owners and masters of lighters, the regulation itself was virtually a dead letter, as no one ever went on board to inspect the boats. Under these circumstances he thought the House would be quite willing to repeal a regulation which, as stated in the preamble of the Bill, was a source of inconvenience and loss while at the same time it served no useful purpose.

Motion agreed to.

Bill read a second time.

TOTALISATOR BILL.

MR. S. H. PARKER moved that the House do now go into committee for the consideration of the Bill to legalise the totalisator. The hon. member, referring to the objections raised to the passing of the Bill in the petition presented against it, said he could not help thinking that those who signed that petition were not really aware what the effect of legalising the totalisator would be. One of the gentlemen who signed it, and to whom he had spoken on the subject, had expressed his surprise when he was told that it was only proposed to legalise the use of the machine on the race-course, under the auspices of the Turf Club, his impression when he signed the petition being that the totalisator, if the Bill became law, might be used anywhere, in the public streets, or in public houses, at any time. The petition went on to say that in South Australia, the Act legalising the totalisator in that colony, after being in force for some time, was found to increase the passion for gambling, and that in deference to public opinion the Act was repealed, by a large majority. The totalisator had had a fair trial here, and all he could say was that it had quite a contrary effect to what it was alleged to have caused in the neighboring colony, and he doubted very much whether it really had that effect in South Australia which the memorialists alleged it had. He could, however, quite understand the

Act being repealed there, in consequence of the influence of the bookmakers being brought to bear against it, those enterprising gentry being the sworn enemies of the totalisator. We did not want to go to work here according to the experience of other colonies: one thing was certain—the totalisator had not led to gambling here, nor tempted the youth of the colony to go astray. They all knew that people would bet, and the object of this Bill was to control this spirit of speculation, and make betting as respectable and as decent as it could be. If he thought for a moment it would have any of the evil effects which the petitioners apprehended it would have, he should have been one of the last persons in the world to have introduced the Bill. He had done so under a sincere impression that it would not have any evil effect, but that on the contrary it would have a good effect; and he had formed that impression by seeing how the totalisator had worked during the last three years on the Perth race-course. No doubt gambling was, in the abstract, a reprehensible thing; but most people indulged in a little harmless speculation, and nothing in the world would prevent them. He noticed that the petition was signed by the Bishop and the clergy: yet they all knew that these good folks never hesitated to encourage a mild form of gambling in the shape of lotteries, at bazaars organised in aid of their churches and other pious objects. He did not think the petitioners were quite consistent, in opposing one form of gambling and condemning another, when there was no more harm in one than in the other. For his own part, he did not mean to say that the pious 'little frauds' which they all knew were carried on at these bazaars ought to be condemned and put down with the strong arm of the law; but he did mean to say this—that those who encouraged lotteries and lucky bags at bazaars (which, as he had already said, was simply another form of gambling), but who condemned the use of the totalisator on the race-course, were slightly inconsistent, although at the same time he had no doubt they were acting honestly and conscientiously in the matter. To that extent he respected their objections, though he must say he saw very little

force or consistency in them. He might add that he had not introduced the Bill of his own accord; he had been asked to do so by the principal Turf Club in the colony, who had worked the totalisator for some years past and found no evil results from its use. In the past, however, it had been worked illegally, as it came within the provisions of the Police Act, which prohibited the use of all instruments of gambling. Personally he did not care a straw whether the Bill passed or not; he merely brought it forward out of deference to the wishes of the members of the Turf Club and what he believed to be the weight of public opinion, for he was sure that if the whole colony were canvassed on the subject, nine out of ten would be in favor of it.

Mr. RANDELL said he rose to move an amendment, which was that the House should go into committee on the Bill that day six months. He did not intend to traverse the arguments made use of by the hon. member in charge of the Bill, and particularly that one which was founded upon the practice of certain churches with regard to bazaar lotteries, for he could not help thinking that if the hon. and learned member had argued that point in a court of law he would very quickly show that these lotteries were in no way analogous to the species of gambling which the totalisator encouraged. Personally he might say he was as much opposed to lotteries in connection with religious objects as he was almost to gambling in any shape or form, as an evil which grew and fed upon itself, insensibly as it were, and no one could say where the evil would end. The hon. member had taken exception to some of the statements put forward in the petition against the Bill; but he believed these statements were grounded upon facts, especially upon facts connected with the use of the totalisator in South Australia. He had it on the best authority that the totalisator in that colony had done what the memorialists represented it to have done,—engendered a spirit of gambling among all classes. It was known as a fact that even among servant girls, and boys of tender age, and young men in offices, and up through all ranks of society it had developed a rage for gambling. Young

people clubbed together, and put their money in the totalisator, with results which in many cases had proved disastrous. He thought the fact would commend itself to the good sense of the House and of the community at large, that there were hundreds of people who would never think of having anything to do with professional bookmakers, who might be tempted to risk their money on this machine, and that was where the danger was. There could be no question that the totalisator had developed this spirit of gambling in South Australia, and that it was not the action of the bookmakers at all but the influence of public opinion which had induced the Legislature of that colony to repeal the Bill. They must suppose that the legislators of South Australia were fully convinced of the soundness of the arguments adduced against the use of the totalisator when they repealed the law which rendered its use permissible. The hon. member said the machine had been in use here for the past three years, without producing any evil effects, but he would ask the hon. member whether there were any professional bookmakers here? He had never heard of any. He presumed that, so far as betting and gambling were indulged in here, it was simply among friends, who could trust one another. As to the use of the totalisator having produced no bad effects here, that may have been caused by reason of the machine having been used under the surveillance of the police, and he presumed the hon. member's experience was confined to the Perth race-course. He took it that betting in any form was a vice, and its legalisation in one form would not counteract its effects in another form. They could not counteract vice by vice, and, for his own part, he was quite in accord with the memorialists as to the evils to be apprehended from the use of this betting machine, whether on race-courses or elsewhere. Its advocates argued that it would minimise the bad effects of gambling by bringing it under control of the turf clubs. That was bringing into practice a maxim which had been used for a good many years but which had been condemned by thoughtful men generally, and one which he should wish to see entirely exploded—that of doing evil that good might come.

The object of the Bill, it was said, was to bring gambling under proper control; but how long, he would ask, could they keep it under control? He was quite willing to give the hon. member credit for disinterested motives and an honest belief that no evil results would accrue from the legalisation of the totalisator, and he was pleased to find that the hon. member was prepared to accord his opponents credit for the same honest and conscientious motives. He hoped the majority of hon. members would look upon the Bill as a measure in which a great deal of evil lurked, evil which once let loose might go beyond their control.

THE ATTORNEY GENERAL (Hon. A. P. Hensman) was glad to find that a petition had been presented to the House against the Bill, because it would have surprised him if the clergy of the various denominations in this place had not ventured to enter their protest against the passing of a measure of this character. He opposed the Bill on very simple grounds. His first ground was this—that it was putting a legal stamp on that which he believed to be a great curse or vice, that of betting or gambling. He opposed the legalisation of the totalisator because it was confessedly a betting machine, and, by the law of England, all bets or contracts by way of wagering were null and void, so that this instrument, if worked, would be worked in violation of the principle of the English law. It had been urged against the objections raised by the clergy to the Bill, that raffles or lotteries were occasionally got up at bazaars held under the auspices of the clergy; but could any hon. member say on his conscience that these little harmless things which were occasionally organised by young ladies in aid of some charitable or other good object were to be compared with the scenes of drunkenness and gambling which took place on race-courses. He was not speaking of race-courses here, for he had not had an opportunity of witnessing a horse-race in this colony; he was speaking from experience of what he had seen and read of the great evils of gambling in connection with the turf at home. It was said by the hon. member in charge of the Bill that the South Australian Act was repealed by the bookmakers. He did not know what the fact was, but he

should say it was extremely unlikely; he should be rather inclined to think that the Act was repealed because the sense of the community was aroused to the extent of the mischief it was producing. It was further said that the totalisator had been at work for three years here, and that it was not correct to suggest that it had in any way injured the morals of the community. That was a somewhat strong statement to make, and, after all, it must rest on individual opinion, as it was impossible to prove such a statement. It had been said that we legalised public houses, and why not betting? There was a very clear distinction between the two. It was a lawful thing for people to drink, and to obtain what they required in this way at licensed houses—the law allowed it, under certain restrictions; but with regard to betting, all bets were by the law of England void, and the conscience of mankind, as a rule, was in favor of the suppression of the vice of gambling. He was merely expressing his own sentiments with reference to this Bill, and did not pretend to represent the views of any other member of the Government. If the House went into committee on the Bill, he should say that its only clause was a very difficult clause to construe. As a lawyer he did not know what a “*bonâ fide club*” was: he did not know the difference between a “*bonâ fide club*” and a “*malâ fide club*.” If it was a club, no matter of whom it was composed; if its members consisted of the very lowest persons, it was a *bonâ fide club*. The totalisator, it appeared, was to be worked by any *bonâ fide club* established for racing purposes, or by “any person or persons duly authorised by any such club.” It was therefore proposed to give a monopoly to these *bonâ fide clubs*, or any person they might choose to authorise, to work this machine. He thought it would be a very difficult clause for the Courts to construe. Apart, however, from these verbal criticisms, which after all were very minor points in his own mind, he felt bound to oppose the Bill. He thought it was a noteworthy thing that a petition had been sent in against the measure, signed by the Bishop and by the clergy of all denominations—gentlemen who were well qualified to form a correct judgment on the subject, and he thought

it was a very serious consideration for the hon. members of that House, whatever their own views might be, whether they should legislate in the face of such a marked expression of opinion, and enact a measure which men in that position had so strongly expressed their condemnation of.

MR. RANDELL said it was simply a question of time that prevented a much larger number of signatures being attached to the petition, and he might mention that a much more numerous signed memorial would yet be presented against the Bill becoming law.

MR. CROWTHER said, considering that the totalisator had been at work on the Perth race-course for three years, and worked openly and publicly, it did seem somewhat strange that these reverend gentlemen who were now protesting against the passing of this Bill had never raised a warning voice before, or taken any action to suppress the machine. With all due deference to these reverend and otherwise estimable people—and he was sure they were animated by honest and conscientious motives—he could not help thinking that in this instance they were talking about what they really knew very little about. He did not know how the totalisator had worked in South Australia, or what action the book-makers there had taken with reference to it; he knew that in Victoria these people had brought such a pressure to bear upon the Legislature as to prevent such a Bill being introduced there. For his own part, he must say he failed to see why its use, under such conditions as were here proposed, should be objected to.

MR. GLYDE said he was even more strongly opposed to the Bill now than he was the other evening. Since then he had spoken to several of his fellow-citizens on the subject, and they all said “Surely you will not pass such a Bill as that”—and these were gentlemen whose opinions ought to have some weight. He thought, in the face of the petition which had been sent in, signed by the heads of all our Churches, the House ought to pause before it allowed such a Bill as this to become law.

MR. S. H. PARKER said it was very strange these reverend gentlemen had not interfered before, if they thought the

totalisator was doing so much harm, in corrupting the morals of the community. [Mr. RANDELL: They did not know it was in use.] Did not that show that it had not produced any of those evil consequences which the opponents of the Bill apprehended, although it had been worked for the last three years? So long as the Turf Club worked the thing illegally these good people sat by quietly with folded arms, but immediately it was proposed to work it, legally, they conjured up the most dire ill effects. The Attorney General said the Bill was a violation of the English law. He regretted to see that the hon. and learned gentleman seemed to misapprehend the principle of the Bill. The English law declared that all contracts by wagering or gaming were void,—it was the same here, and the present Bill would not alter the law in that respect. It did not provide that a man could sue another for any money lost or won on the totalisator. Bets made on the totalisator would be as void, in the eye of the law, as any other gambling transaction. The hon. and learned gentleman seemed to draw a wide distinction between gambling at bazaars and gambling at a race meeting, the hon. gentleman's argument apparently being that so long as gambling is carried on for a charitable purpose there is no harm in it, but if people gamble in order to put money in their own pocket then gambling is a hideous and dangerous vice.

THE ATTORNEY GENERAL (Hon. A. P. Hensman) said he fully agreed with the mover of the amendment (Mr. Randell) that gambling, even at bazaars, and in every form, was more or less objectionable, but he did not think that bazaar lotteries could be placed in the same category as gambling on a race-course.

THE COLONIAL SECRETARY (Hon. M. Fraser) said that on the principle of choosing the lesser of two evils the Bill would have his support. He was not fond of betting himself, and had abstained from it through life; but there were individuals, and a numerous class of individuals, who must have some excitement, and all that could be done by Act of Parliament was to seek to moderate their excitement and to control their passions. What may have been done in South Australia was immaterial to him.

The totalisator was universally used throughout Australasia, with the exception of South Australia, which was the only colony, he believed, that had taken exception to it. He believed himself it was calculated to do more good than harm in this colony, and perhaps if the hon. member in charge of the Bill were to make the use of the totalisator less restricted, and let it be worked at bazaars and fancy fairs, it might prove acceptable to those who now condemned it.

The amendment—that the Bill be considered in committee that day six months—was then put, and, upon a division, there appeared—

Ayes	8
Noes	14

Majority against	...	6
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AYES.
Hon. A. P. Hensman
Hon. J. H. Thomas
Mr. Burges
Mr. Glyde
Mr. Hamersley
Mr. Higham
Mr. Shenton
Mr. Randell (Teller).

NOES.
Hon. M. Fraser
Hon. J. Forrest
Mr. Brown
Mr. Burt
Sir T. C. Campbell
Mr. Carey
Mr. Crowther
Mr. Grant
Mr. Marmion
Mr. McRae
Mr. Seere
Mr. Venn
Mr. Wittenoom
Mr. S. H. Parker (Teller.)

The House then went into committee on the Bill.

Clause 1.—“That from and after the “passing of this Act it shall be lawful “for any *bond fide* Club established for “the purpose of promoting horse-racing, “and for any person or persons duly “authorised by any such Club, to have, “use, and play with, on the race-course of “such Club, during the days of any race- “meeting, the instrument known as the “totalisator.”

MR. S. H. PARKER said the Attorney General had informed them that this clause would be a difficult clause to construe, and that he did not know what was meant by a “*bond fide* club.” The hon. and learned gentleman must surely be aware that the term “*bond fide*” was an expression constantly used in Acts of Parliament. The intention here was to prevent sham clubs starting under the pretence of being established for the purpose of promoting horse-racing, whereas the real object of the promoters might be to work the totalisator. As to the words

"any person or persons duly authorised," he need hardly say it was not likely that the Turf Club itself would work the machine, but would let it to others, or have servants of their own authorised by them to work it. That was all that was meant by these words, and he saw nothing in the clause which would render it difficult of being construed by any Court.

The clause was then put and passed.

Clause 2—Short Title:

Agreed to.

Preamble and title:

Agreed to.

Bill reported.

The House adjourned at half-past eleven o'clock, p.m.

LEGISLATIVE COUNCIL,

Tuesday, 29th August, 1893.

Inland Mail Service in the Gascoyne District—Concessions, as to pre-emptive rights, to Kimberley Lessees: adjourned debate—Dog Bill: further considered in committee—Consideration of Message No. 22: (Roads and Bridges)—Reply to Message No. 26: (Increases of Salaries to Public Officers)—Land Grant Railway Schemes: adjourned debate—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

INLAND MAIL SERVICE IN THE GASCOYNE DISTRICT.

IN COMMITTEE.

MR. BROWN moved that an humble address be presented to His Excellency the Governor praying that he will be pleased to increase to £300 the amount of £150 placed on the Estimates for inland mail services from Carnarvon, in the Gascoyne District. The hon. member said it would be within the knowledge of the committee that a sum of £2,500 had already been agreed upon for a mail

service between Champion Bay and Cossack, and hon. members might be under the impression that the Gascoyne, which was situated between those points, would be served to a large extent by that service, which was calculated to cost so large a sum as £2,500. If hon. members did think so, they would be under a misapprehension. That service would be of little or no use to the Gascoyne settlers, as it would pass a long distance, from 130 to 200 miles, inland, and form no connection whatever with the port of Carnarvon, so as to connect with the steam coastal service. The service he proposed, and for which he asked this extra vote, would start from Carnarvon, the centre of trade, up the Gascoyne to the junction of the Lyons and a little beyond, whereby every settler in the Gascoyne District would be served. He thought the sum asked for would be sufficient to pay for a monthly service, —in fact, he was satisfied it could be done for that. He had been informed it could be done for less, but he did not think so himself.

MR. GRANT thought the proposed inland service a very desirable one, and much preferable to the service for which the House had agreed to pay £2,500, along a route where there was no population hardly at the present time, and which, for his own part, he was altogether averse to.

MR. SHENTON thought hon. members would now see that the revenue would not stand so much strain for the purpose of affording increased postal facilities; he had expressed his doubts on the subject when the £2,500 was asked for by the hon. member for Geraldton, for a service to Cossack. He still thought that was a mistake, especially in view of the proposed subsidy for an ocean steam service to Singapore, via our northern ports, which would give increased postal facilities to the Gascoyne. Other parts of the colony, having a much larger population than the Gascoyne, had only one mail monthly—Dandaragan, for instance, where there were 250 *bona fide* settlers, whose mail service only cost the Government about £50 a year. If all these additional votes were going to be granted for inland mails, it must have the effect of paralysing the hands of the Government as regards extending