

which are vested in them, and to spend the money so obtained in building. The Hon. Mr. Hackett, who knows all about the matter, will, I feel sure, be glad to supply any information hon. members may desire. I move that the Bill be now read a second time.

THE HON. J. W. HACKETT: These allotments were given by the late Bishop Hale to the church for the purpose of establishing a boys' school. The school was established, and succeeded for a while. After a time, however, it languished, and ultimately fell to the ground, and for two reasons. The first of them was that the land was not sufficient to provide a suitable playground, which is an essential matter in connection with any school. The second reason was that no endowment was provided. Subsequently, an attempt was made to establish a girls' school. After a time this also fell through, and it left a considerable debt behind. The trustees now believe they can see their way to dispose of the land, which has become very valuable, and apply the proceeds as an endowment towards the object that was first intended, namely, the establishment of a boys' school. It is expected that the sum which will be realised will be quite sufficient for this purpose, and will also enable the trustees to pay off the debt which is now outstanding, and which amounts to about £1,760. I hope the House will pass the Bill, inasmuch as nothing but good can from it.

Question put and passed.

Bill read a second time.

IN COMMITTEE.

The Bill was then considered in committee, agreed to without amendment, reported, and report adopted.

THIRD READING.

The Bill was then read a third time and *passed*.

ADJOURNMENT.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): I move that the House, at its rising adjourn until Monday, October 26, at 7-30 o'clock, p.m.

THE HON. S. H. PARKER: Some explanation is due from me, I think, for the manner in which the business was reported yesterday. The hon. the Minister has now come down in a most handsome

manner, and has laid on the table the Loan Estimates. I am glad to find that the hon. gentleman has an admirable trait in his character of acknowledging when he is wrong. He has now laid the Loan Estimates on the table, and has put off the further consideration of the Appropriation Bill, so that we may consider the Estimates in connection with it. I hope when the Bill comes before us again we shall be able to proceed with it rapidly, and so permit country members to retire to the joys of a rural residence without further delay.

Question put and passed.

The House at 10-30 o'clock, p.m., adjourned accordingly.

Legislative Assembly,

Friday, 23rd October, 1896.

Miners' Institutes and Conditions of Use—Motion: Checking Invasion of Rabbits—Motion: Proposed Stock Route, Denison Plains to Lake Durlot—Shipping at Busselton and Government Cargoes: motion for Adjournment—Menzies Railway Bill and Route: Legislative Council's Suggestion—Adjournment.

THE SPEAKER took the chair at 4-30 o'clock, p.m.

PRAYERS.

MINERS' INSTITUTES AND CONDITIONS OF USE.

MR. MORAN, by leave and without notice, said he wished to bring under the notice of the Government a matter which had been reported to him, particularly in connection with the use of the Miners' Institute at Kalgoorlie, very serious inconvenience having been caused to a number of working miners. He understood that this and other institutes on the goldfields were provided by the Government in the same way that agricultural halls were built by the Government at

various centres in the agricultural districts; but the management of miners' institutes on the goldfields appeared to require reorganisation; for if they were managed in the same way as the Miners' Institute at Kalgoorlie was managed, then the working miners had practically no use of the halls which, as he believed, were specially intended for their use and benefit. The institute at Kalgoorlie was under the control of a few persons who seemed to manage it in an exclusive way; for if a body of working miners desired to hold a small meeting, or use the hall for any purpose of gathering together, they were not allowed to do so except on payment of a rental of £7 10s. for the night. Such a charge as this really had the effect of thwarting the intention of the Government and the intention of this House in voting money for the erection and support of these institutes. A deputation had come to Perth to interview the Commissioner of Crown Lands, in order to see if a grant could be obtained for the erection of a Trades Hall at Kalgoorlie; and that deputation, in reply to questions, told him (Mr. Moran) why they were asking for a Trades Hall, and explained the unreasonable conditions which surrounded the use of the present Miners' Institute at Kalgoorlie.

THE COMMISSIONER OF CROWN LANDS : What were the miners' institutes used for at present?

MR. MORAN : Generally as assembly rooms, and let at a rental for holding balls, parties, and such gatherings. What he wanted to see was that these halls should be placed under some form of management, which would enable working miners to have the convenience and benefit of a building in which they would be at liberty to meet without having to pay a rental. The deputation he referred to had informed him they had no room in which they could hold a committee meeting, or any other gathering of working men, without having to pay a high charge for the hire of the room.

THE COMMISSIONER OF CROWN LANDS : Who received the revenue?

MR. MORAN : The Government ought to know where the revenue went to, and if they did not they might inquire. He believed the revenue received from the renting of these halls went to some fund for relieving the mortgage on the build-

ings. The working miners wanted to have a building which would really be open to working men, and where they could drop in and see the papers, or hold a committee meeting in a part of the building without having to pay a rental every time they wanted a meeting. These miners' institutes ought to be a great convenience for working miners at the various centres on the goldfields, for use as halls where the working men could come together. He was strongly in favour of making Parliamentary grants in aid of agricultural halls and of miners' institutes; but what was needed with regard to miners' institutes was some better form of management. Some of the working men were not able to pay rent for hiring a hall, when they wanted to hold any kind of meeting; and such a hall as that of a miners' institute should be open to these men without charge. He intended, during the next week or two, going to the goldfields; and he now asked the Government to inquire into this matter with a view to making regulations for the proper control and management of these institutes for the real benefit and convenience of the working population, for he knew that it was the intention of the Government and of Parliament, in making these grants, that the working population at the centres should have a public hall always available for their use. He asked whether he could make a motion on the subject?

THE SPEAKER said the hon. member could not do so without notice.

THE DIRECTOR OF PUBLIC WORKS (Hon. F. H. Piesse) said the Government grants in aid of miners' institutes had been made on the same principle as the Government grants in aid of agricultural halls. Regulations had been framed, and would be sent out during the next few days, for placing these institutes under some form of management; for it seemed to him that unless something definite was done in this direction, and unless local trustees were appointed to have charge of each hall, with a committee of management to exercise proper control, there might be grievances arising such as the member for Yilgarn had mentioned. The sites for these halls had been granted by the Government, and were placed under the control of the Commissioner of

Crown Lands; and votes of money had been made for the erection of these halls; the money being expended generally through the Public Works Department. Therefore it was his intention to bring these halls under one uniform system of management, by providing for the appointment of trustees and the election of committees of management, who should be chosen by the people really interested in the halls in each locality, so that the halls might be managed in the interests of those whose convenience and benefit they were intended to serve. Without some such system of management, there would be cases like the one mentioned by the hon. member, and a small number of persons might claim control of a public hall, and might exercise that control for the benefit of a limited number of people in the locality. From what had been stated, it was probable that in some cases the management was being carried on in a way that had not been intended by the Government or by Parliament. The letting of these halls for use by travelling companies and for holding balls, parties, and such purposes, brought in a rental, and that should go to the credit of a fund for maintaining and improving the halls. Although grants of land had been given, he knew that in many instances the land had not been properly vested, and that it still belonged to the Crown; therefore until it was vested in trustees, and such a committee of management appointed in each case as would be really representative of the people in the district, the management of these halls could not be regarded as being on a satisfactory basis. He hoped the new regulations would bring about a better state of things.

MR. R. F. SHOLL asked whether these regulations would apply to the Coolgardie Chamber of Mines, for which an item of £4,500 had been voted in the Estimates.

MR. SIMPSON said that building was for a Chamber of Mines.

THE DIRECTOR OF PUBLIC WORKS said that would be a body differently constituted from that of a committee of management of a miners' institute.

MR. R. F. SHOLL asked whether any regulations would be made to apply to the Chamber of Mines?

THE DIRECTOR: That was not his intention.

MR. R. F. SHOLL: There ought to have been some explanation given about that item in the Estimates before it was passed.

THE PREMIER: What the people at Coolgardie wanted was a Museum and a School of Mines.

MR. MORAN said he would be glad to leave the matter in the hands of the Government, after the explanation which had been given.

MOTION—CHECKING INVASION OF RABBITS.

MR. HARPER, in accordance with notice, moved "That, in the opinion of this House, it is desirable that immediate steps should be taken to resist the invasion of rabbits from the Eucla district." He said the Commissioner of Crown Lands had recently given the House a report on the incursion of rabbits into this colony; and, looking to the extremely serious question of rabbits invading the colony in large numbers and getting established here, it was quite time that some steps should be taken to see if such incursion could not be prevented, particularly in the more settled districts of the colony. Some people said there was no fear of rabbits being able to live in this country; but when it was known as a fact that the country between Port Augusta and Eucla had been crossed by rabbits, it might be assumed that, if the rabbits did reach the South-Western districts of this colony, they would be in a comparative paradise. It would be a very poor lookout for the settlers in that district, if the rabbits ever got there. Therefore the threatened invasion of rabbits was a much more serious question than some people seemed to think. The history of the neighbouring colonies showed how devastating were the effects of rabbits when they once commenced to spread, and how really in-operative were the preventive measures taken for checking the pest. A suggestion was mooted some years ago that the plague could be stayed, if not eradicated, by the introduction of some contagious disease, and he believed that M. Pasteur had sent agents from France to New South Wales, to introduce this

treatment. In that colony, however, the rabbits were in districts thickly populated with settlers as compared with this country, and it might perhaps be considered dangerous there to inoculate rabbits with a disease which would be injurious to live stock if not to humanity. But these objections to M. Pasteur's treatment would not apply to territory that was uninhabited, or comparatively so, like that through which the rabbits were now passing towards the settled parts of this colony; and it might be worth while to consider whether the Government should communicate with the Pasteur Institute, in France, with the object of testing this mode of dealing with the rabbit pest.

MR. ILLINGWORTH said the importance of this question could not be over-estimated. The introduction of rabbits into Australia had cost the other colonies millions of money. He knew one station where, by accident, the rabbits got loose, and they multiplied so rapidly in a few years that as many as 120,000 were killed in a short time. Indeed, the station was ruined for a time. Not only the Governments of the other colonies, but also individual settlers, had spent immense sums in wire fencing and other means of checking the rabbit pest. As prevention was better than cure, it would be worth while for this colony to go to the expense of wire fencing from the coast as far inland as necessary, in order to keep the rabbits back, because if they once got a footing within this colony, the cost of dealing with the pest afterwards would be beyond all estimate. He hoped the Government would do all they could for giving effect to this motion, for it would become a very costly and serious matter for this country if the rabbits once got into it.

MR. R. F. SHOLL said the Government ought to take some steps to prevent what was a menace to the settled parts of the colony. Hundreds of thousands of pounds had been spent in the other colonies for eradicating the pest, but without success. If, as appeared from recent reports, the rabbits had come along the coast of South Australia to the Eucla border, it might be that they could live near the coast on account of the heavy dews, while they might not be able to live further inland, there being a

total absence of water along that country. The Government might be able to ascertain whether the rabbits that had been seen near the border were any distance inland from the coast. Experience of rabbits on the islands here showed that they could live without water, in consequence of the heavy dews at night; and he knew that in the North of this colony, sheep could exist without water in a tropical climate, the night dews affording sufficient moisture. If, therefore, the rabbits were coming along the coast, and not going any distance inland, it would be easier to check their approach along a narrow strip of coast country. He doubted very much whether rabbits could be found far inland. The Government might, therefore, devise means for checking their approach without great expense; but, in any case, the money would be well spent, if effectual means were taken to prevent the pest from spreading into this colony.

MR. A. FORREST said he was doubtful whether to support the motion, because there was no information before the House to show that rabbits could come into this country at the present time. The fact that rabbits had been seen near Eucla could not be regarded as a serious menace. They knew that in the South-West and Northward the rabbits had not interfered with stations in South Australia—indeed he never heard of any rabbits living in the Northern parts of South Australia; so that after getting to the banks of the Murray and coming this way, they had not been a source of annoyance to settlers in South Australia, because so dry a country was not favourable to their spreading. He did not think the rabbits could get over 500 miles of country that was without water; and although the country from Port Augusta Northward to Eucla was fairly well grassed, there was no water. The Government might get a more complete report, during the recess, as to the extent of the rabbit invasion at the border; and by sending down a few rabbit catchers they might keep the incursion in check, or at any rate get reliable reports to place before this House next session. The reports received hitherto showed that only a few tracks had been seen near the border, and that a party had on one occasion managed to

kill 13 rabbits. If rabbits did cross the border, they would have to go a long way around to get to the North of this colony, another 1,000 or 1,500 miles through country where they could not much interfere with the people settled there, because the population from Geraldton to the Southward could not suffer much from rabbits. Indeed the farming population of Victoria seemed to have suffered comparatively little, although the pastoralists did, no doubt, have serious losses; still he believed the quantity of rabbits now exported from Victoria was more of a gain to that colony than the loss caused to the farming community. No doubt some of the pastoral stations had been ruined by the rabbit pest; but to say that Western Australia should go to the expense of erecting a wire fence for keeping out rabbits, merely because a few rabbits had been killed near Eucla, and a few tracks seen there, would be an expense not justifiable in the circumstances. If the rabbits did come in any number, it might be time enough to erect a fence from the coast inland. Rabbits had never been known to live inland. Along the Northern telegraph line, where there was a fair amount of good country, no rabbits were to be seen, the country being dry. In the Northern parts of South Australia, which had country similar to that of this colony, he did not think there had been any question raised as to the inroads of rabbits. On the whole, he would support the motion, because it did not mean much; but if it meant a large expenditure of money, he would vote against it.

MR. SIMPSON, in supporting the motion, said the member for West Kimberley was the first squatter he had heard say was not frightened of rabbits. The hon. member could not have seen any country that was badly infested with rabbits, or he would not be so fearless of the rodents. When a rabbit appeared, it had generally come to stay, and it ruined the country where it settled. The Government could not be too much alive to the necessity of taking precautions against such an invasion, which would be a serious menace to the producing interests of the colony. He would support any reasonable expenditure to obviate the danger of any district in this colony being left as bare by rabbits as some places he had seen in New Zealand.

MR. A. FORREST: That was not country similar to this.

MR. SIMPSON: Considering the powers of propagation of the rabbit, the Government ought not to be too frightened of expense in following up the efforts they had already made, by taking timely action to prevent rabbits getting into the colony.

THE COMMISSIONER OF CROWN LANDS (Hon. A. R. Richardson) said the speech of the member for West Kimberley was a most extraordinary one for a sensible man to make, and it was doubtful whether he could have been speaking seriously. Surely the hon. member could have had no experience of the ravages caused by a plague of rabbits, or he would not tell the House and the Government to sit down quietly and let rabbits get into the colony. When a party had been able to shoot 13 rabbits near the border, it was time to take action. Any one who knew anything about rabbits would be aware that when 13 of them could be shot in an afternoon, they were pretty thick. The animals were 100 miles inside the colony, and it was necessary to realise that measures should be taken to prevent their getting any nearer, because rabbits monopolised any country they got into, whether it was a farming or a pastoral district. A strong warning had been given him by persons coming from other colonies that, once rabbits got into this colony, the people here would have cause to rue it. The colony was not quite good enough to stand the disastrous effects of an incursion of rabbits, which would be a great drawback upon the value of the land for cultivation or grazing purposes. It was certain that £15,000 or £20,000 which the House readily voted for some public building—[MR. ILLINGWORTH: A ball-room for instance]—ought not to be begrudged for taking measures to keep rabbits at a distance. The fencing out of rabbits would be greatly aided, in this case, by the existence of a line of precipitous cliffs near the Eucla border; and two lines of wire fencing, supplemented by boundary riders, might be expected to exclude the plague for many years to come. But even if it cost £50,000 to keep the rabbits from encroaching, the Government and the House ought not to shrink from the expenditure, which would not be a tithe

of that which had been spent in other colonies for coping with the rabbit plague, after a vast amount of injury had been done. In Victoria, as he happened to know through having lived near the grazier who had first introduced rabbits into that colony, it was at first said the rabbits would only become numerous enough to afford sport with the gun; but in four or five years they overran the country and became a national pest, so that it would be idle to say here that rabbits would not become a danger to Western Australia, or that they could not live without water, and that there was nothing but salt water on the route by which they were travelling. If rabbits got here, in spite of every difficulty, they would have a high old time when they reached the settled districts, and the people here would have serious reason to regret that more foresight had not been shown in trying to shut them out.

THE ATTORNEY GENERAL (Hon. S. Burt) said he was glad to hear the Commissioner of Crown Lands was determined to spare no effort to check the approach of rabbits, and he was sure the country would be with him in carrying out that resolve. He (the Attorney General) did not care what the member for West Kimberley said about making light of the danger. It was evident he had not studied the matter. It had been said that rabbits would not thrive in Victoria so as to become a pest, but what had been the result?

MR. A. FORREST: They had been turned out here in hundreds, and had not lived.

THE ATTORNEY GENERAL: In the end, the rabbits spread to such an extent in other colonies that two and a half millions of money had been spent in keeping them down. If rabbits did come into this colony, other pursuits would go under. He would like to know how the member for West Kimberley would expect to sell station property in the North, if that were a rabbit-infested country?

MR. A. FORREST: It could not be sold now.

THE ATTORNEY GENERAL: It never would be sold if rabbits came upon it. Some years ago, when pastoral property in Western Australia was readily saleable, it was a great recommendation to the buyer that it was free from rabbits;

but if a buyer appeared again, he would quickly decline an offer if the member for West Kimberley told him the run had rabbits on it. The facts were against those who said that rabbits could not live without water, and that certain country was too poor for them to live in. He had known them to live for months on an island without water, although they ultimately died. He was sure that if those persons who said rabbits could not live in Western Australia did try to acclimatise them again, they would try it once too often. The rabbits were coming along, and they would continue to come along. It was not to be supposed they chose the worst patches of land to establish themselves on, and when they had crossed the bad patches, they would multiply enormously in places like the South-Western district.

MR. A. FORREST: The people there would be rather glad to get them.

THE ATTORNEY GENERAL said he was glad the danger was recognised by the Commissioner of Crown Lands, and that he would exert himself to avert the threatened plague. No money could be better spent than by taking the precautions to which he had alluded; and even if the boundary riders never saw a rabbit on the West Australian side of the fence from one year's end to the other, those precautions would keep the rabbits at a distance. He heartily supported the motion, and said the thanks of the colony were due to the member for Beverley for having brought it forward.

Question put and passed.

MOTION — PROPOSED STOCK ROUTE, DENISON PLAINS TO LAKE DARLOT.

MR. HARPER, in accordance with notice, moved "That, in the opinion of this House, it is desirable that an endeavour should be made to open a stock route between the Denison Plains and the Lake Darlot district." He said members would find on the map Denison Plains and the Lake Darlot district were about 600 miles apart, and lying between them he was informed some of the richest grazing country in Australia was to be found. The stock which now came from the Denison Plains district had to travel 2,000 miles round by the coast per steamer, in order to

supply Perth and Fremantle with meat, and if it was required for the goldfields it had to go 200 or 300 miles further. Hence, if it was possible to open up a stock route, as asked for in the motion, it would offer a valuable alternate means of procuring stock from the North; and, as the railway was extended further inland, that route would be still nearer than the voyage round the coast. It would not cost a great deal to have the country to which he referred explored, as the Government already possessed camels for equipping a party, and had in their service on the goldfields men who would be quite capable of undertaking an expedition of this kind. It was rather a remarkable fact that, although there were many explorers' tracks across the territory striking East and West, there were none going North and South, and it might be proved that there were some very eligible lines of communication by which stock could be brought down from that direction. He regarded it as being very desirable, in the interest of the development of the colony generally, and the food requirements of the people, that the country between Denison Plains and Lake Darlôt should be explored; and he moved the motion accordingly.

MR. MORAN heartily supported the motion, as he deemed it to be desirable to give the pastoral districts of the North an overland route to the Eastern goldfields. It was well known in all the colonies that stock driven to market arrived in better condition than when they were shipped or trucked to their destination. The cattle now trucked to Coolgardie were supposed to be fat, but they were very far from that. [AN HON. MEMBER: Stores.] It would be perfectly correct to call them skeletons. The firm of the member for West Kimberley sent living skeletons to Coolgardie—beasts that were so attenuated that they were almost disembodied from their earthly form, and there was very little left of them but the spirit. If the proposed stock route was opened up, the drafts of stock would not be three months getting down to the centres of population. The experience of Queensland showed that artesian water was sure to be found in the Northern parts of Western Australia, as the formation of that part of the colony was exactly similar to that of

the Western plains of Queensland, where unlimited quantities of artesian water had been obtained. It would greatly ameliorate the lot of the unfortunate squatters in the North, if the Government would bore for artesian water as far South as the Murchison. Nothing could be done that would be a greater help to the pastoralists than to make available the supplies of artesian water that certainly existed in the North, even if none were to be found in the Coolgardie district.

THE PREMIER (Hon. Sir J. Forrest) said this motion and the previous motion of the member for Beverley rather infringed on the Standing Order, which said that members were not entitled to move for an appropriation of public money, which the opening of a stock route between Denison Plains and Lake Darlôt district would require. He had no hesitation in giving it as his opinion that the proposed route was not necessary, because of the inhospitable character of a great deal of the country through which it would pass. The distance stock had to travel was not a matter of much moment, so long as the country was good, and the coastal route which the Government had opened up could be utilised by stock owners in the North. He believed it would be impossible for stock to travel through the inhospitable region, largely consisting of desert sandstone country, lying between Denison Plains and Lake Darlôt. In that desolate region there might be an oasis here and there, but for the most part the country was covered with spinifex, and he did not think stock owners would send their stock over it if they could travel them by any other route. The stock of the Kimberley district, in the country about the Fitzroy and Margaret Rivers, could come Southward through good country along the coast by way of the Ashburton and the Gascoyne; whereas the route proposed in the motion would be dependent on an occasional good season, if it could be used at all. In his opinion the mover had not given a good reason for opening up a stock route between Denison Plains and Lake Darlôt, nor shown that any large quantity of stock would be required to travel by it, when the route by way of the DeGrey was so much more practicable. While he (the Premier) was of

opinion that the route asked for by the hon. member was unnecessary at the present time, the member for Beverley deserved credit for his desire to give greater facilities to stock owners in enabling the meat market to be well supplied. There was, however, the consideration that even if it was found possible to get a good stock route between Denison Plains and Lake Darlôt, the route would chiefly benefit the people in the North-Western part of South Australia, as the track would be only just inside the Eastward boundary which separated this colony from the Northern Territory of South Australia. While crediting the member for Beverley with the best of intentions, and knowing he had only the welfare of the colony at heart in aiming to assist the stock owners to produce plenty of good and cheap meat for the population of the colony, yet he (the Premier) did not believe the motion was necessary at the present time.

MR. A. FORREST opposed the motion, as very few stock could be expected to be taken by the route proposed in the motion. It would be far better for the Government to push on with the completion of the route between the Fitzroy River and the Murchison, on which well-sinking was proceeding slowly, although the work was being done satisfactorily. He agreed with the Premier that at the present time the motion was not required. The member for Yilgarn, who thought he represented the goldfields, although he (Mr. Forrest) did not think he did, had taken advantage of the privilege of Parliament to make a statement which he would not dare make outside the House, that his (Mr. Forrest's) firm sent skeleton bullocks to Coolgardie. The hon. member could not make that statement outside the House without laying himself open to a serious action. The statement was not true. The stock of the Kimberley district was as good as the stock of any part of the world; and the stock imported into the colony by his firm was, in fact, a good deal better than that which was consumed in the other colonies, because only the best stock was imported into Western Australia. The hon. member had abused the privilege of this House in saying that living skeletons were sent to Coolgardie.

He (Mr. Forrest) did not think that was fair, and knew it was not true. The hon. member had taken advantage of his position as a member of this House to say what was not true, for the sake of arguing that a direct stock route from Denison Plains to Lake Darlôt was required. The hon. member did not know anything about the geography of that part of the colony.

MR. MORAN said he must call the member for West Kimberley to order for saying what was not true. He (Mr. Moran) repeated what he had said; that his statement about the condition of the stock sent to the goldfields was perfectly true.

MR. A. FORREST said the member for Yilgarn had no knowledge of the subject, to talk about a stock route. He knew no more about the geography of the colony than the man in the moon. The hon. member did not know where Denison Plains were.

MR. MORAN said the member for West Kimberley was telling lies.

THE SPEAKER said the member for Yilgarn must withdraw that expression.

MR. MORAN withdrew the expression, and apologised.

MR. A. FORREST said the stock owners of the Kimberley district preferred to travel their fat stock as far as the DeGrey, and follow the road to the Murchison. That was the only practicable stock route at the present time, and what was wanted was that wells should be provided more rapidly than was being done now. A route from Denison Plains to Lake Darlôt, so far from the coast rains, would be too precarious in regard to drought to be largely used.

THE COMMISSIONER OF CROWN LANDS (Hon. A. R. Richardson) said he was surprised to hear the complaint of the member for West Kimberley in regard to well sinking, because he had sent out a good man in charge of the work, and a report had been made that the work had been finished from the Fitzroy to the DeGrey. There were now two stock routes from the North; and from what he had heard of the barren character of the country between Denison Plains and Lake Darlôt, he was inclined to think that pastoralists would prefer to send their stock by way of the Murchison. A route by way of Denison Plains, being so

far inland, would be a very expensive one to open up, and he did not believe it would ever be a good stock route, on account of the scarcity of water and the poorness of the country through which it would run. He was inclined to agree with the member for West Kimberley that it would be far better to spend money in making the present route thoroughly practicable, than to act upon the motion before the House, and in time the Government could turn their attention to other routes. Effort should be concentrated upon stock routes nearer the coast.

MR. HARPER, in reply, said he did not think the Premier could have studied the question of this stock route very closely, for the country between Denison Plains and Lake Darlôt was almost unknown, and it was not fair to assume that it was mostly sandstone country. Although it might be true that there was a good stock route along the coast, that was an enormous long way round for the stock of the Denison Plains district to travel. As it was impossible to bring the stock overland by a direct track until water was provided, there was no alternative but to ship the stock to Fremantle, although experience had proved it was better to bring them overland. Steps should be taken to ascertain whether a direct route from Denison Plains to Lake Darlôt was practicable or not, and the matter was in the hands of the House; but it was desirable to get the information with a view to overcoming the difficulty of supplying the markets with fat stock.

Question put, and division taken, with the following result:—

Ayes	3
Noes	10
Majority against ...	7

AYES.
Mr. Harper
Mr. Moran
Mr. Simpson (Teller).

NOES.
Mr. Burt
Mr. Cookworthy
Sir John Forrest
Mr. Illingworth
Mr. James
Mr. Randall
Mr. Richardson
Mr. Solomon
Mr. Wood
Mr. A. Forrest (Teller).

Motion negatived.

SHIPPING AT BUSSELTON, AND GOVERNMENT CARGOES.

MOTION FOR ADJOURNMENT.

MR. COOKWORTHY moved the adjournment of the House, in order to call attention to the great advantages of Geographe Bay (referring particularly to the port of Busselton) as a safe harbour, having a jetty in deep water, and connected with the railway system at Busselton. While the Government had obtained a vote of £40,000 for commencing to make a harbour at Bunbury, mariners had declared Geographe Bay to be a secure place for vessels to land or take in cargo; yet he noticed that tenders were now called for the lightering of a vessel laden with rails, which were to be landed at Bunbury, while the Busselton jetty, with all its advantages, was left without a share of the shipping trade, so far as the Government cargoes were concerned.

THE COMMISSIONER OF CROWN LANDS: The Vasse railway did not pay.

MR. COOKWORTHY: If the railway did not pay, it was because the Railway Department did not supply sufficient rolling stock to carry the merchandise that was available. He did not blame the department for that, because he knew the great pressure that was the result of the large increase in the trade of the colony; but when a Minister said the Vasse railway did not pay, it was only fair to state the reason why.

THE COMMISSIONER OF CROWN LANDS said he understood the hon. member to say he was looking for traffic for that railway.

MR. COOKWORTHY said every district expected a fair share of the trade that ought to belong to it, and the Vasse possessed so good a harbour that it ought to be utilised for the discharge of vessels bringing Government consignments.

MR. SIMPSON: A general election was coming on.

THE SPEAKER said he had allowed the member for Sussex some latitude, but this motion for adjournment was out of order, because a motion of that kind could be proposed only at the beginning of a sitting of the House, before any other business was proceeded with.

Motion ruled out of order.

QUESTIONS — NEW MINISTER AND DUTIES; FEDERAL CONVENTION ELECTIONS.

MR. SIMPSON, by leave and without notice, asked (1) What departments the additional Minister, who was provided for under the Constitution Amendment Act, would have under his control? Was it contemplated by the Government for the Mines Department to be distinctly represented in this House? He also asked (2) Whether the Premier could give the House any information as to the arrangements with regard to the representation of Western Australia at the Federal Convention, which was to be held next year. Would a special sitting of Parliament be held for the election of the representatives of the colony? With regard to the Minister of Mines, he knew there was a distinct feeling in the country that the head of the Mines Department should sit in the Assembly. He (Mr. Simpson) thought the Ministry would take the same view of the matter.

THE PREMIER (Hon. Sir J. Forrest), in reply, said that in regard to the offices of the new Minister, the Government had not considered what departments he should control. With regard to the Minister of Mines sitting in the Assembly, it was not so easy to arrange that as hon. members might suppose; for it was already apparent that one Minister in the Council was not sufficient, and the attitude of the Upper House, at times, seemed to him to require someone to assist the representative of the Government in that Chamber. It was a very hard position for only one Minister to represent the Government in the Legislative Council. In a House of 24 members, one Minister was not enough, and the position was a difficult one. He was unable to make any promise in regard to this request of the member for Geraldton. The question would have to be carefully considered. With regard to the Federal Convention, he understood there was no necessity for a meeting of the House to be held to elect representatives who should attend the Federal Convention on behalf of the colony. The Governor would appoint a returning officer, and the members of the House would meet to give their votes, or could forward their votes; but a sitting of the

House would not be necessary for that purpose.

At 5:55 p.m., the SPEAKER left the chair until 8:30, awaiting messages expected from the Legislative Council.

At 8:30 p.m., the SPEAKER resumed the chair.

MENZIES RAILWAY BILL AND ROUTE.

LEGISLATIVE COUNCIL'S SUGGESTION.

A message from the Legislative Council was received and read, as follows:—

"Mr. Speaker,

"With reference to the Bill transmitted by the Legislative Assembly in its Message No. 52, intitled 'An Act to authorise the construction of a railway from Kalgoorlie to Menzies,' the Legislative Council acquaints the Legislative Assembly that it is not prepared to pass the second reading of the Bill until the starting point of the railway line is altered from Kalgoorlie to Southern Cross, and requests the Legislative Assembly to alter the Bill accordingly. The Bill is returned herewith.

"GEO. SHENTON,

"President.

"Legislative Council Chamber, Perth,
"23rd October, 1896."

THE SPEAKER: This is not one of those Bills which is referred to in the Constitution Act Amendment Act as requiring to be originated in the Legislative Assembly by message from the Governor, and consequently it is not in order to make suggestions.

THE PREMIER (Hon. Sir J. Forrest): Shall we deal with the suggestion in the message as if it were an amendment made in the Bill?

THE SPEAKER: I think it would be rather a bad precedent, if we were to admit Bills of this kind to be sent back with suggestions.

THE PREMIER: It seems to me the Legislative Council are not, in this instance, taking advantage of their privileges; but, after all, we should not overlook the fact that by extending the length of this railway, as would be the case if it were to start from Southern Cross to

Menzies, the extra cost of construction would largely increase the burdens of the people in providing the funds for this public work; and perhaps in that view it may be better to consider that, if the Council amend the Bill in this way, their amendment would be an interference with the privileges of this House. By starting the line from Southern Cross, the estimated cost, instead of being £200,000, would be £400,000; therefore, from that point of view, it may probably be taken that the Council would not be justified in altering the route of the railway by making it to start from Southern Cross, because the effect of that amendment would be to increase the burdens of the people.

THE SPEAKER: Yes. Clause 23 of the Constitution Act Amendment Act says:—"In the case of a proposed Bill "which, according to law, must have "originated in the Legislative Assembly, "the Legislative Council may, at any "stage, return it to the Legislative "Assembly with a message requesting "the omission or amendment of any "items or provisions therein. And the "Legislative Assembly may, if it thinks "fit, make such omissions or amendments, "or any of them, with or without modification." Now this is not a Bill which, by law, needs to be originated in the Legislative Assembly, and this Bill did not come to us from the Governor by message.

THE PREMIER: The Bill is carrying out the money vote of this House; but if the Legislative Council wish to add largely to the amount of that vote, they will really be interfering with the privileges of this House. I may remind the House that the Loan Bill authorising this work was introduced by message from the Governor.

MR. ILLINGWORTH: The particular provision in the Loan Bill is to construct a railway from a given point to another given point—that is to say, from Kalgoorlie to Menzies.

THE PREMIER: No; the item in the Loan Bill is "Menzies Railway."

THE ATTORNEY GENERAL (Hon. S. Burt): It will be altogether in the interest of this House, and would rather enlarge its privileges and not in any way abate them, if we treat the message of the Legislative Council as a suggestion

for an amendment. I think we should endeavour to obtain suggestions, rather than refuse to consider them; and if we now treat the action of the Council by way of suggestion, it will be more in keeping with the privileges of this House, and do us no harm. I think that, on this occasion, we would not be wrong in treating this matter as coming from the Upper House as a suggestion.

MR. VENN: As a matter of convenience to this House, it is one thing, but as a matter of procedure it is another thing. What the Speaker has said rather commends itself to the House, and that is, that it would be dangerous to accept a suggestion of this sort when the Council, as we know, have the power to do something else with the Bill, without making suggestions to us. It would be wiser if, in this case, they would exercise the power which they have as a branch of the Legislature.

THE PREMIER: I move that the Speaker do leave the chair, for the purpose of the House going into committee to consider the message of the Legislative Council.

Question put and passed.

IN COMMITTEE:

SIR JAMES G. LEE STEERE took the chair in committee, in the unavoidable absence of Mr. Traylen, and also in the absence of Mr. Randell.

THE PREMIER (Hon. Sir J. Forrest) said he regretted very much that the Council should desire to interfere with this House in regard to the route of the Menzies railway. He was not prepared to say the Council were not within their right in expressing an opinion as to the route a railway should take; but, at the same time, there was a grave question as to the right of the Upper House to recommend to the Legislative Assembly an alternative route which involved a largely increased expenditure, as members all knew. The construction of a railway to Menzies on the route adopted by this House, in order to serve all the intervening mining country between Kalgoorlie and Menzies, was estimated to cost £210,000; whereas, a railway by the route now suggested by the Council would cost some £441,000; so that the effect of the alteration of route suggested by the Council would be the imposition

on the people in the colony of an extra burden of some £200,000. There might be cases where conflicting interests and the diversities of opinion were so great that even the Government of the day would find it difficult in deciding which was the best route to follow, and he did not for a moment say such cases could not occur. When they did occur, it might be desirable for the Government to abrogate their functions, to some extent, by proposing to refer the question of route to a select committee. He believed and hoped, however, that such cases would be rare, and that the Government of the day, whoever they might be, would be prepared to recommend to the Legislature a route which they thought a railway should follow. That was the course which the Government had taken in this case. There had been a good deal of diversity of opinion as to the route this railway should follow, and the subject had been considered a good deal by the Government; but eventually the Government made up their minds to recommend the route from Kalgoorlie to Broad Arrow, and onward by way of Bardoc and Goongarrie to Menzies. That decision was unanimously approved of by this House—or, at any rate, no adverse vote was asked for in this House—and he thought the more the question of route was inquired into by those who were competent to form an opinion, especially those who took the trouble to investigate it, and had some knowledge of the interests to be served and the country through which the line would pass, the more they would be of opinion that this route would be by far the best, and the most justifiable in existing circumstances. Having travelled over the country himself, and having some knowledge of the populations to be served at the various important mining centres in the northern portions of those goldfields, he might say that the more he thought of this matter—and he had thought over it for the last month or two—the more certain he felt that the Government had decided on the best route for serving the population in that part of the Eastern goldfields. If this railway were to go from Southern Cross in a more direct line to Menzies, the extra length would be about double, as compared with the length from Kalgoorlie to Menzies, and

the extra cost also would be about double. Besides the mere question of cost, there was no intervening settlement between Southern Cross and Menzies, or no mining settlement that would justify the construction of a railway. Therefore, as the extra cost would be double, and as there was no population to be served on the route from Southern Cross, what would be the object of taking a railway by that route? It would then serve only the town of Menzies at the remote end, and there would be all the mining country between Kalgoorlie and Menzies, with its large population and great development of mining industry, left unserved. He might say that, as far as the Government were concerned—and the Government were the custodians of the public purse of the country for the time being—they would not be justified, and in fact he would not be a party to building a railway at the present time from Southern Cross to Menzies, thereby leaving out all the intervening mining country and settled populations between Menzies and Kalgoorlie. It was all very well for persons who had no knowledge of the localities which this railway was to serve, those who never had been there, who had no knowledge of the population that existed in that gold-bearing area between Kalgoorlie and Menzies, who had no knowledge of the distance and the situation of the mines, who had probably never even studied the map, and had no exact knowledge of the country, to say now that this railway must start from Southern Cross and not from Kalgoorlie, merely because some of their constituents, who had probably less knowledge even than the members so acting, might have got up a requisition or promoted a public meeting, and then asked their member to vote for a line starting from Southern Cross and not from Kalgoorlie. He hoped, however, that members of this House would exercise their own judgment in dealing with so important a matter, and would take into account all the facts which had been placed before them when asked to deal with this question. He might say that he had received a telegram from a number of his own constituents, asking him to do something in this matter. But he had no intention of acting upon such a request, when he knew it was not in accordance with the inform-

ation in possession of the Government and which had been placed before this House; and he would certainly not be prepared, merely at the request of a few constituents, to take such a course as had been suggested, for he knew he was in a better position to judge of what was best for the interests of the country in this matter, and that he had a better sense of his responsibility than some of those constituents who had just addressed him on the matter. He affirmed that the request of the Council was based on want of knowledge, and on an absence of responsibility in this matter, and he was not prepared to agree to it. In fact, he would rather go out of office to-morrow and retire from his position, than build a railway from Southern Cross to Menzies at the present time. All he could say to this House and to the Upper House was that the Government were not prepared to incur an expense of nearly half a million of money to build a railway from Southern Cross to Menzies; and if the Legislative Council persisted in the course of action suggested in their message, the effect would be that a railway to Menzies would not be built at present. It was impossible for any persons who had a knowledge of that country, and who acted with a due sense of the responsibility of their position, to advocate the construction of a railway from Southern Cross to Menzies at the present time. There was no justification for it. There was no intervening population, and there were no developments along that route; whereas there were developments almost every mile and a large population already settled along the route which the Government had recommended to Parliament, and which this House had agreed to adopt. He was surprised that this resolution should be sent to this House by the Legislative Council; and he could only put it down to the action of persons who had not a knowledge of what was going on in the country to be served by this railway, who had never visited these localities, and who acted from some other motives. From Kalgoorlie to Menzies the railway would pay; he knew that it would pay as soon as constructed, and would pay also while it was being constructed; but could anyone tell him a line would pay while it was being constructed from

Southern Cross? No. That expenditure would be a burden to the colony until the line reached Menzies, and after it did reach Menzies, it might not pay even then, because of the great length of unoccupied country through which it had to pass. He did not think a single member of this House, knowing the locality, knowing the country to be served, and the population already existing there, could justify the construction of a railway from Southern Cross to Menzies at the present time. When the time arrived, at some future period, that a railway would be required along that route, and when it would pay, no one would be more anxious or more willing to support the construction of a railway by a direct route from Southern Cross than he would be himself; but they must do at the present time the things that were most pressing—they must build railways in localities where they would pay, and where they were needed. He was opposed more strongly to this proposal than to any proposal which had ever come before him in his life. He moved that the suggestion of the Legislative Council be not agreed to.

MR. R. F. SHOLL said he was in favour of the route proposed by the Legislative Council; and when this question was previously before this House he had suggested that the question of route should be referred to a select committee. There were three rival routes or starting points, namely, from Kalgoorlie, from Coolgardie, and from Southern Cross. The Premier had given no information to this House; and before the Government had come to the final selection of a route, they appeared to be influenced by clamour from Coolgardie, then by a little clamour from Kalgoorlie; so that the Premier said, firstly, he was going to do this, and secondly he was going to do that, and thirdly he said he would refer the whole question to a select committee; but, after a little more clamour, the Government finally decided on Kalgoorlie as the starting-point. Still, no information had been put before this House to show whether the line would pay from Kalgoorlie or Coolgardie, and he (Mr. Sholl) did not think it would pay. If the Government had submitted the question of route to a select committee, there would have been a chance of getting

some information. The Premier had said the Government should take the responsibility of deciding the question of route of a railway; but it should be remembered that, when the Southern Cross railway was proposed, the question of route was referred to a select committee.

THE PREMIER said the question of building a railway to Southern Cross was not referred to a select committee. The Government decided the route, and announced their decision in the Governor's Speech.

MR. R. F. SHOLL said he still thought the question of route was referred to a select committee, and that evidence was taken, because some evidence had been quoted in this House the other night. This question of the route to Menzies ought to be referred to a select committee.

THE PREMIER: Why did he not move, if he wanted it?

MR. R. F. SHOLL: There was a great deal to be said for the Coolgardie route, and he thought more could be said for it than for the Kalgoorlie route; but his objection at present was that, if they were to build this railway for the benefit of Menzies—

THE PREMIER: Not for Menzies only.

MR. R. F. SHOLL: Well, for the benefit of Menzies and the country, then he was quite indifferent as to which route it took, so long as the route chosen was the best in the interest of the country; but if they were going to build a railway from Kalgoorlie to Menzies, the effect must be to make the Menzies population pay for 70 miles more haulage than if they had a direct route.

THE PREMIER: That was not the only thing to be considered.

MR. R. F. SHOLL: Seventy additional miles of haulage would have to be paid for by the people of Menzies, if the starting point was from Kalgoorlie.

THE PREMIER: They were not the only people to be considered.

MR. R. F. SHOLL: It was rather refreshing to hear the Premier studying the question of expenditure, for after dealing with millions he was now getting down to thousands; but the chief point in connection with this railway was not its first cost, but which route it would best pay the country to adopt. To start

the line from Southern Cross would retain the goldfields trade for Western Australia, which, in the event of a railway being made from Esperance Bay, would go to South Australia. If all the pipes for the goldfields water scheme, as well as the general traffic, had to be carried over the present line by way of Kalgoorlie, together with the Menzies traffic, he believed there would be a greater block at Fremantle than there had ever been before.

MR. MORAN: The House had heard all this before. They would have to carry the material by the present route to Southern Cross, at any rate.

MR. R. F. SHOLL: The traffic would be relieved beyond Southern Cross, if the Menzies line were continued from there, instead of the freight to Menzies having to be carried so much further. He would vote against the Premier's motion.

MR. A. FORREST said the member for the Gascoyne had repeated the same speech as he had made on the second reading of the Kalgoorlie-Menzies Railway Bill. After this House had agreed to a certain starting point for the railway, he did not think they would be justified in altering that decision now, especially as they were bound to make the railway where it would pay, which it would not do if made from Southern Cross. They ought not to alter the Bill, at this stage, in the interests of certain coastal districts. It was well known this railway would pay if constructed from Kalgoorlie, but not a single member of the House could say it would pay if made from Southern Cross. He hoped members would be consistent, and adhere to Kalgoorlie as the starting point.

MR. LOTON said the members for Perth, who originally desired to have the line started from Southern Cross, had voted for the Kalgoorlie route because they became convinced that the railway would serve so many centres between Kalgoorlie and Menzies, whose development entitled those people to have railway communication. While he agreed to a great extent with the remarks of the member for the Gascoyne, as to the relief that the Southern Cross route would give to the through traffic, yet the extra cost of adopting that route would put it out of the question, as a new Loan Bill would have to be prepared in order to

make the line by that route. For these reasons he would support the Premier's motion that the suggestion of the Council be not agreed to.

MR. ILLINGWORTH said the question that presented itself to his mind was not the one of routes, at this stage; for, if that were the question, he would urge that the line should start from Coolgardie. The question at this moment was one affecting the privileges of the Legislative Assembly, which had the right of dictating the policy of the country with reference to the expenditure of money. It was within the power of another place to wholly reject the Bill under discussion, and to say a certain sum of money should not be expended in the making of the railway; but it was not within the province of that House to double the cost of a work which the Assembly had considered. It could be understood that if the suggestion of the Council had been to reduce the cost of the line, the Council would have been justified in making that suggestion; but certainly the Council were not within what he considered to be their privileges in making a proposal which distinctly involved an additional expenditure of £200,000. When the Assembly, after full consideration, had determined upon a certain railway route, and provided the money for making the line, the Council asked that the Assembly should reconsider a money Bill, the consideration of which distinctly belonged to the Legislative Assembly. That was the question that laid behind the message of the Council—that the Assembly should make provision for a further sum of £200,000, at the dictation of another place. Well, that was not legislation; it was not carrying out the duty devolving on this Assembly; and, if there were no other reason for disagreeing to the message of the Council, he would stand strenuously against any alteration of the Bill, and of the policy of the House. He hoped members, in discussing this question, would leave out of consideration any question as to the route of the line, and would consider only whether, after the Assembly had come to a distinct conclusion as to what was best in the interests of the country, and how much money was to be spent on a certain work, it was not the duty of this House to stand firmly upon the privilege which

belonged to the Assembly, that of determining the expenditure of the country. He would vote for the motion.

MR. JAMES: Admitting that the opinion of the member for Nannine, on the constitutional question involved in the message of the Council, was entitled to very great respect, yet it would hardly conduce to smooth relations between the two Houses if, to use a vulgar expression, the Assembly was constantly ready to stand on its hind legs whenever a suggestion came down from the Council. The question of the route of the Menzies railway was a very important one, and he thought it very necessary and desirable they should have an expression of opinion from the other Chamber thereon; therefore, he hoped the matter would not be made the occasion of strife. It might be taken for granted that the privileges of the Legislative Assembly would be carefully guarded by Mr. Speaker, and that any message which came down from the Council, and which the Speaker ruled to be in order, was deserving of the consideration of this House. He understood that the Government had practically given a promise that a loop line should be made from Coolgardie to Broad Arrow. [THE PREMIER: No promise.] The Premier was reported to have said that, if the developments between Coolgardie and Broad Arrow justified the work, a loop line would be made between the two places. He (Mr. James) did not think the time had come when the country should have anything to do with loop lines, and if the developments between Broad Arrow and Coolgardie were so great as to demand a loop line, he would prefer to see the Bill before the House thrown out with a view to bringing in another Bill next session for making a line from Coolgardie *via* Broad Arrow to Menzies.

MR. MORAN: Without referring to the constitutional question, which might be well left in the hands of the Government, who were not likely to overlook any of the privileges of this Assembly, he had risen to reply to the member for the Gascoyne, who knew well that between Kalgoorlie and Menzies there were five mining centres, each as large as Kalgoorlie—although these towns were not so well built as Kalgoorlie—waiting for the railway communication which the

route proposed in this Bill would afford; and these centres were all being rapidly developed by the aid of a large amount of British capital. Between Southern Cross and Menzies, on the other hand, there was nothing but 100 miles of howling wilderness—a sand-plain, on which there was not a bucket of quartz, not a single battery. The member for the Gascoyne was “spoiling for a fight,” but he (Mr. Moran) was glad the Government would not give way on this matter, nor allow the Council to usurp the privilege of the Assembly by dictating the money policy of the colony. Those members of the Council who had voted for this alteration of the route had never seen the country between Southern Cross and Menzies, or they would not propose to deprive the rich reefing fields lying between Kalgoorlie and Menzies of a railway, in order to make a line across a howling wilderness beyond Southern Cross. He hoped the committee would not listen to a suggestion of that kind.

MR. VENN: The proper way to approach the question under discussion was in an amicable spirit; not for one side of the House to assail the other side of the House, or, as the member for East Perth expressed it, for this committee to stand on its hind legs in regard to the constitutional rights of the Legislative Assembly. It should be remembered that the Legislative Council were within their right in expressing an opinion as to the route of the railway, which was a question of great importance to the country; and while he held a strong opinion that the route adopted by the Assembly was the proper one, he knew there was a large section of the community which held an opinion in favour of making Southern Cross the starting point of the extension to Kalgoorlie, and their opinion was entitled to respect. As to what the member for Yilgarn had said about a howling wilderness lying between Southern Cross and Menzies, it should not be forgotten that the fact of a wilderness having to be crossed between Southern Cross and Coolgardie did not deter the House from authorising the construction of the Coolgardie line, because members knew there was a goldfield at the end of it, and that the railway would pay. Therefore it was not an argument of much force to protest

against the Southern Cross route simply because it would cost more than a line to Menzies from Kalgoorlie, supposing it could be shown—although he did not admit that it could be shown—that the Southern Cross route would be better and more profitable than the other, as well as 70 or 80 miles shorter. Hence he should not find much fault with the Council for expressing an opinion in favour of the Southern Cross route, although he did not agree with the adoption of that route, and would not vote for it. At the same time it was better to thresh the matter out in a friendly spirit, instead of having a deadlock between the two Houses.

Question—that the proposal of the Council be not agreed to—put, and declared passed on the voices.

Resolution reported to the House, and report adopted.

Ordered, that the resolution be transmitted to the Legislative Council.

ADJOURNMENT.

THE PREMIER (Hon. Sir J. Forrest) moved that the House at its rising do adjourn till 7-30 o'clock, p.m., on Monday next.

Put and passed.

The House adjourned at 9-40 p.m., until the next Monday.