

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved to insert, after the word "bark" in the 29th line, the words "or to gather zamia wool, gum, or other substances." He did so in view of the fact of some persons having been recently fined at Toodyay—£5, he believed—for collecting these products without a license.

CAPTAIN FAWCETT said it was a very serious matter: this zamia it was that gave cattle the disease called "wabbles," and he thought the persons referred to should have been fined £10.

The amendment was adopted.

MR. RANDELL said he had been informed—he did not know how true it was—that some holders of large areas of land were in the habit of going upon lands belonging to the Crown in respect of which individual sawyers and splitters were licensed.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said he would make inquiries.

MR. VENN, observing the thin state of the House, said he thought it was scandalous that such an important portion of the regulations should create so little interest. There was only a bare quorum present, and among them only three representative members. He moved that progress be reported.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest): They are only the old regulations. It is not the fault of the Government if there is a thin House.

MR. VENN: I know it is not the fault of the Government. The Government bench is full, and also the nominee bench, but there are only three representative members present, and I think it is rather scandalous.

MR. LOTON: I think the hon. member makes a mistake when he says there are only three representative members present. I claim, myself—and I think all who sit on this bench claim—to be equally representative of Western Australia as the hon. member for Wellington is, or any other hon. member.

MR. VENN: I made a mistake; I should have said elected members. I meant no disrespect to the nominee bench. I have the greatest respect myself for the occupants of that bench, and I admit that up to a certain point they may be

considered representative men. But that does not affect what I say. These timber regulations affect a most important industry, and I think it is desirable in the interest of the colony that they should not be passed through in an empty House.

The motion to report progress was negatived, and Clause 101, as amended, was agreed to.

Clauses 102 to 108:

Agreed to, without discussion.

Clause 109: Special timber concessions:

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved that this clause be struck out, with the view of inserting another in lieu of it, hereafter.

Motion agreed to.

Clause struck out.

Progress reported.

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

LEGISLATIVE COUNCIL,

Tuesday, 17th August, 1886.

Erection of Lighthouse at Cape Leenwin—Extension of Busselton Jetty—Tents for Railway Surveyors on Bunbury line—Friction between Government officers at Derby—Fremantle Gas and Coke Company Bill: first reading—Roads Bill: motion for second reading—Point of Order—Wines, Beer, and Spirits Sale Act, 1880, Amendment Bill: second reading—Closure of Drummond Street Bill: in committee—Message (No. 17): Telegraph to Kimberley Goldfields: consideration of—Land Regulations: further consideration in committee—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

ERECTION OF LIGHTHOUSE AT CAPE LEEUWIN.

MR. LAYMAN, in accordance with notice, asked the Colonial Secretary—holding in view the 23rd paragraph of the Speech with which His Excellency the Governor opened the Council last

year—when the Government intend to proceed with the erection of the proposed lighthouse at Cape Leeuwin, and what had been the cause of delay? The paragraph he referred to stated that the Government of New South Wales and Victoria having intimated their willingness to share in the cost of erecting a lighthouse at Cape Leeuwin, His Excellency was taking steps to place a light of the first order on that important promontory.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) replied that the Government were not in a position to state when the erection of the proposed lighthouse was likely to be proceeded with. The question of the erection of this lighthouse, at the joint expense of the whole of the Australasian Colonies, was brought before the Federal Council by our representative (Hon. J. G. Lee Steere), but apparently did not meet with support. The Director of Public Works was taking steps to ascertain what the cost of the construction of the lighthouse would be.

EXTENSION OF BUSSELTON JETTY.

MR. LAYMAN, in accordance with notice, asked the Director of Public Works, Whether (holding in view the very sad and fatal accident that had lately occurred in that vicinity) it was the intention of the Government to proceed at once with the extension of the jetty at Busselton, for which work money has been provided?

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): I regret very much the sad and fatal accident that recently occurred at the Vasse, but I fail to see how it could have been averted by the construction of the jetty with the funds at the disposal of the Government. In order to carry the jetty into nineteen feet of water it would cost close upon £5,000. With the amount at present voted we shall not only not improve the jetty accommodation but rather the reverse, as it is only sufficient to get further into a sand bank, which must be passed to be of any practical use to the port. If it is considered advisable to make the expenditure as far as it will go, we are quite prepared to do so, but in doing so I can hold out no hope of its being of any benefit as a jetty.

TENTS FOR SURVEYORS ON BUNBURY RAILWAY LINE.

MR. VENN asked the Commissioner of Railways, If it was a fact that the survey of the line of Railway between Bunbury and Timber Ranges was being in any way retarded by the surveyors having to walk from 4 to 6 miles every morning to their work and back again at night, owing to their not having tents to sleep in? The hon. member said that complaints had been addressed to him on the subject, and he had been urged to ask the question.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said the work had not been retarded for the reason mentioned, but tents had now been sent up for the use of the surveyors. Four to six miles was not a very long walk; and, when he used to be engaged on survey work, he often had to walk much more than that to go to work, and he did not think the work ever suffered through it.

FRICITION BETWEEN GOVERNMENT OFFICERS AT DERBY.

MR. McRAE, in accordance with notice, asked the Acting Colonial Secretary if there was any foundation for the reports that appeared from time to time in the public prints of the colony, of serious misunderstandings between the Government Resident at Kimberley and the officers representing the public works and police departments at Derby; and, if so, did the Government intend to take any steps to put a stop to such a state of affairs?

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) said it was true that friction had existed recently between certain officials at Derby, but orders had been issued by His Excellency which, it was hoped, would remove such friction and prevent a recurrence of anything of the kind.

FREMANTLE GAS AND COKE COMPANY BILL.

MR. MARMION, in accordance with notice, moved for leave to introduce a bill to extend the powers of the Fremantle Gas and Coke Co. Limited, and to make provision for the better carrying on the business and works of the said company.

Motion agreed to.

Bill brought in and read a first time.

MR. MARMION moved that the bill, in accordance with the Standing Orders, be referred to a select committee, consisting of the Commissioner of Railways, Mr. Loton, Mr. Randell, Mr. Venn, and Capt. Fawcett.

Agreed to.

POINT OF ORDER: NOTICE OF MOTION
FOR AN ENSUING SESSION.

MR. VENN rose to a point of order. Was it competent for him during the present session to give a notice of motion for the next session of Council?

THE SPEAKER said he had considered the point raised, and had come to the conclusion that the hon. member would be in order in doing so.

MR. VENN thereupon intimated his intention of moving, next session, the same resolution that he had moved during the present session relating to the introduction of Responsible Government, and said his object in doing so was, so that no one should be taken by surprise, and in order to allow those constituencies whose members were not in accord with them on that question an opportunity of securing a vote when the question came before the House next session.

ROADS BILL.

THE ACTING ATTORNEY GENERAL (Hon. S. Burt), in moving the second reading of a bill to regulate the management of roads, said it might be in the recollection of the House that last year His Excellency the Governor appointed a Commission for the purpose of advising on the consolidation and management of the various Acts relating to roads. If hon. members would look at the schedule to the present bill they would see that some considerable number of Acts which were on the statute book—no less than seven—dealt with this question of roads; and it was for the purpose of consolidating these various Acts and of suggesting amendments with regard to the management of roads that His Excellency appointed the Commission, which consisted of the Attorney General, the Commissioner of Crown Lands, Mr. Maitland Brown, Mr. S. S. Parker, Mr. W. Padbury, Mr. E. R.

Brockman, and Mr. J. H. Monger. He thought hon. members would recognise that the Commission was a good representative Commission. The Government was represented upon it, and so was the country generally: this part of the colony being represented by Mr. Brockman, the York district by Mr. Monger, and the country further north by Mr. Padbury—all of whom had had considerable experience and knowledge of what was required. This Commission presented a report, which His Excellency caused to be placed on the table of the House at the opening of the present session and it was now before hon. members. The present bill had been prepared from that report, and mostly followed the recommendations of the Commission. It would be seen from the report of the Commission that it was recommended that the distinction between main and minor roads should be abolished; and that was carried out in this bill. So were also, he might say, the recommendations contained in the rest of the report, dealing generally with the power of closing tracks throughout the country which were not declared roads, with the declaration of new roads by Boards hereafter, also with the power of closing not only tracks but also declared roads themselves. The report further recommended that when land was taken under the Act compensation should be given, but given only in respect of improved land, or land that was fenced, such land being held in fee or under terms of conditional purchase. The Government had not embodied that recommendation in the bill for this reason: that the amount of land which was required for a road was very small, and that for the land itself the Government would have to pay nothing because they would take it in the same way as they resumed land for railway purposes; and, looking at the report, the only thing for which compensation was to be awarded would be the expense that a man had incurred in clearing the land, ploughing it, and cropping it—a space about a chain wide, and three or four panels of fencing on entering his land, and the same on getting out of it again. It was thought by the Government that such a small matter was too small altogether to encumber this bill with it. The expense of arbitration in such cases would, he could as-

sure the House, amount to five or six times the amount of the compensation to be paid in the end. Therefore the Government proposed to leave that question as it had been up to the present time. He thought it would not be in the recollection of the House that any cases of hardship had occurred where land had been taken from private owners for the purposes of a road. In new districts it was the custom of the Commissioner to declare roads at once, so that people might know of them before they incurred any expenditure. The bill also proposed to place the election of the Roads Boards and the qualification of members, and the mode of making up the electoral lists in each district, and the general system of procedure, on the same line as now obtained in the case of Municipalities. The procedure under the Acts now in force, as regards these matters, was very similar to the procedure under the Municipalities Act, but not quite the same; therefore, instead of perpetuating two systems, the present bill adopted the procedure which obtained with regard to Municipal institutions; so that Roads Boards would be elected in a similar manner as Town Councils were now elected, once a year, with this distinction: that the Chairman of the Board would be nominated by the Board after the annual election, and he would be eligible for re-election for more than three years consecutively—which was not the case with the Mayor or Chairman of a Municipal Council. If any amendment should be desired as regards this procedure, it could be pointed out in committee. The whole subject matter of the bill, the real enactment of the bill, would be found between clauses 54 and 74, under the head of "Powers and Duties of Roads Boards." The rest of the bill, as he had already stated, was simply procedure. It would be seen that it provided that a Roads Board or the Surveyor General might enter upon any land for the purpose of making surveys and laying out roads, so as to see whether a good line of communication was obtainable. This was the same power as the Commissioner of Railways possessed for a like purpose under the Railways Act. Having found the line of communication which the Board desired to have declared a road, they would then follow the pro-

cedure recommended by the Commission, as provided in the 58th clause. The Board would have to pass a resolution declaring its intention to open a new road, and would have to publish that resolution for three months in the *Government Gazette* and some newspaper circulating in the district, describing the land which it was proposed to resume. At the end of the three months, having so published their intention, the Board would then apply to the Governor, through the Commissioner of Crown Lands, for his confirmation of this resolution. In the meantime, people who objected to the declaration of the proposed road would have an opportunity of attending upon the Board to urge their reasons or objections against the declaration of the road, and also it might be to petition the Governor. The Governor, then, at the end of these three months, might or might not confirm the resolution. If it should be confirmed the Board would be given power to take the land; if it should not be confirmed, they could not do so. That was the scheme recommended by the Commission, and the procedure recommended by it. He had omitted to say that not only must the Board publish their intention in the *Gazette* and in the newspapers, they must also notify their intention to the owners of the lands intended to be taken, giving them a month's notice, so that they may have an opportunity of putting forward their views on the subject. Provided the resolution be confirmed the road would then be declared a public road within the meaning of the Act. When the owner of land got a notice that the Board was about to declare a road through it, he could call upon them to fence each side of his land through which the road passed. He might request the Board to do this at once upon the road being declared, or at some future time, whenever he chose himself to make up his paddocks. The expense of erecting this fence would have to be borne by the Board. The owner could also call upon them to make and erect such gates as might be reasonable in this fence. That was another recommendation made to the Government by the Commission. The Board having erected the fence and the gates for a private owner, the latter would have to keep them in repair; and, if he did not do

so, the Board might do it at his expense. So much for the declaration of roads. There was a further provision as to the closing of roads; and that, too, was recommended by the Commission. Any District Roads Board, after the passing of this Act, might close all or any of the tracks in its own district. They might publish a notice that all tracks other than declared roads would be closed on a certain date, or they might say that the tracks through certain locations would be closed, and that the declared road in future would be such and such a road; or they might declare some other road when they closed these tracks. This applied to all tracks, whether the public had acquired any right over them or not. There might be tracks about the country over which some people claimed to have rights, and there were others over which no rights had ever been claimed but which might at any time be claimed if the owners attempted to close them. These rights, to his own knowledge, were very vague indeed, and must necessarily in a country sparsely populated like this be vague. A man might for years have been in the habit of riding across, over the land; and the owner of the land might for years have been in the habit of doing the same with his neighbor's land, going perhaps to church or into town, and neither of them ever thought of stopping each other, never dreaming of a right being asserted. In most cases there was no reason for keeping these tracks open; and, as the country was now getting more settled, this would be a very good time to give this power which the Commission had recommended that the Boards should have of closing these tracks, and of saying what shall be the roads in their respective districts. They could not close these tracks of course without ample notice, and they had to publish a notice in the *Gazette* and a newspaper circulating in the district for three months, stating their intention of doing so; and during that time any person who objected might make his objection; and if the Board closed a track in the face of such objection there was an appeal to the Governor-in-Council given to any person who felt himself aggrieved. The Governor-in-Council might confirm the act of the Board in closing the track or disallow it. That

was the method provided for hearing any objections against any arbitrary action on the part of a Roads Board. If the Governor disallowed the closure, the closure became absolutely void, and the track would be again thrown open. The provision as to erecting gates and fences across a road was the same as at present existed: a person had to apply for permission to do so. A further provision to be found in the bill was that a Roads Board might remove a gate. At present there was power to erect, but not to remove. The traffic along a particular road might become of such a character that the majority of people would consider that the gate ought to be removed, and power was here given for the Board to remove it. It must be recollected that these Boards were elected bodies, and it could not be supposed they would act arbitrarily in a matter like this. They were representative bodies, and a certain number of the members went out of office year by year. At any rate it was proposed to give them this power of removing gates, in the same way as they now had the power of erecting gates across a road. The removal would be made at their own expense. Power was also given to a Board to permanently close a road that had been a declared road either before the passing of this Act, or that might be declared hereafter under this Act, if such road became useless or dangerous. This power could be exercised on the determination of the ratepayers in public meeting assembled, or on the application of the owner of the land over or along which the road passed. The Board before closing the road would also have to obtain the confirmation of the Governor, and a certain notice had to be published in the *Gazette*. These sections which he had been dealing with were the operative sections of the Act, and which gave the Boards their powers; there were also several clauses dealing with the financial operations of the Boards and the manner of auditing their accounts. These were matters which possibly the House would not take much interest in: they were similar to the provisions that governed Municipalities, and, in reality, the whole pith of the bill was contained in the clauses he had already referred to.

MR. VENN asked whether it would

not be well to allow the bill to stand over until next session. He hoped the Government would not in any way seek to force such an important measure upon the House at this stage of the session. It might be said that, when they had an important measure of this sort brought before them, they should not altogether consider their own time but devote their attention to all useful legislation placed before them. While endorsing that view of the case, he could not be blind to the fact that many members of the House were now anxiously looking forward to the time they could get back to their duties, and he felt quite sure that if the Government pressed this bill upon the consideration of the House at this stage it would not receive that amount of discussion and consideration which a really important bill of this sort deserved. The speech of the Acting Attorney General in moving the second reading of the bill and explaining its provisions pointed clearly to the fact that the bill was a very important measure indeed, and there was no doubt that some of its provisions would require a great deal of discussion, which they could not possibly obtain if the bill were hurried through. Personally he might say there were many of these provisions which he would oppose, and he was certain there would be a considerable amount of discussion. The main principle of the bill, they were told, was to assimilate the constitution of Roads Boards with the constitution of Municipal Councils. That question alone would lead to a great deal of discussion; and he feared, if the Government pressed the bill upon the House at this advanced period of the session, it would not receive that consideration which it otherwise would. If, on the other hand, members now, with the light thrown upon the bill by the Attorney General, were allowed to take the bill home with them, they would be able next session, he hoped, to tackle its provisions. Of course, if the House was not in accord with him, he was quite prepared to go on with the bill himself, but hon. members must certainly make up their minds not to finish their labors for a very considerable time. They had another bill before them that would occupy a considerable amount of time, the Aborigines Protection Bill; and he

thought, in view of the fact that the session was drawing to a close and that they had the Estimates yet to go through, and in the interest of the bill itself, it would be wiser to postpone it. He would therefore move, as an amendment, that all the words after the word "That" be struck out, and the following inserted in lieu thereof: "the consideration of this question be deferred until the next sitting of Council."

MR. McRAE said he had much pleasure in seconding the amendment.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) did not suppose the Government had any particular objection to the measure being postponed, but, for his own part, he considered a postponement quite unnecessary. There was nothing in the bill that was particularly new or that would require any very great consideration. Nearly all the clauses, with a few exceptions, were simply a consolidation of old Acts. The whole matter had been carefully considered by the Commission, which was a very representative body, and the result of their deliberations and recommendations were embodied in the bill. He did not believe himself that, by postponing it for a year for the purpose of allowing the various Roads Boards to take the bill into their consideration, any practical good would result; and he thought, as the matter was one that required to be dealt with, no time should be lost in letting the bill become law. Hon. members must bear in mind that all those vested rights in roads or tracks, about the settled portions of the colony, which were supposed to exist would be almost sure to lead to litigation unless the bill became law without much delay; whereas, if the House dealt with the matter now, it might put it in a satisfactory position, and, even then, it would be some time before the Act got into working order. He believed himself it would not delay the House very long, and he thought it most advisable that the bill should be dealt with this session.

MR. BURGESS said the bill was undoubtedly an important bill as affecting the country, and people were very anxious to see such a bill brought forward. He thought it was a very desirable and necessary bill, and, so far as he could

see, it met all the objections which had hitherto existed as regards the Acts now in force. It appeared to have been very carefully drawn up, and its provisions had been very lucidly explained by the Attorney General, and he thought the House would confer a great benefit upon the country if it passed the bill this session. He saw nothing in it himself to necessitate its being put off. A great many inconveniencies at present existed, and he thought it was their duty to remove those inconveniencies and annoyances. He thought there was plenty of time, without hurrying it through the House, and that they would be able to give it their careful consideration, although no doubt there might be some alterations that would be required in committee.

Question put—That the words proposed to be struck out stand part of the question; and, a division being demanded, the numbers were—

Ayes	...	...	...	6
Noes	...	...	...	11
				—
Majority	...	...	...	5

AYES.
Hon. M. S. Smith
Hon. J. Forrest
Mr. Harper
Mr. Loton
Mr. Randell
Hon. S. Burt (*teller*.)

NOES.
Mr. Burges
Sir T. C. Campbell, Bart.
Capt. Fawcett
Mr. Grant
Mr. Layman
Mr. Marmion
Mr. McRae
Mr. Scott
Mr. Shenton
Mr. Sholl
Mr. Venn (*teller*.)

After the question had been put from the Chair, the hon. member Mr. Burges, who intended to vote with the Ayes, was about to cross over, but was prevented from doing so by His Honor the Speaker.

THE SPEAKER said: The hon. member cannot pass over now. I have put the question, and the hon. member must vote with the Noes.

The question was then put—That the words proposed to be inserted be inserted; whereupon another division was called, the numbers being—

Ayes	...	...	...	5
Noes	...	...	...	13
				—
Majority	...	...	...	8

AYES.
Capt. Fawcett
Mr. Grant
Mr. McRae
Mr. Sholl
Mr. Venn (*teller*.)

NOES.
Hon. M. S. Smith
Hon. J. Forrest
Hon. J. A. Wright
Mr. Burges
Sir T. C. Campbell, Bart.
Mr. Harper
Mr. Layman
Mr. Loton
Mr. Marmion
Mr. Randell
Mr. Scott
Mr. Shenton
Hon. S. Burt (*teller*.)

THE SPEAKER: The result now is that there is nothing before the House.

WINES, BEER, AND SPIRITS SALE ACT, 1880, AMENDMENT BILL.

THE ACTING ATTORNEY GENERAL (Hon. S. Burt), in moving the second reading of this bill, said the main object of the bill was to provide for the granting of licenses in the Kimberley District. The bill provided that the licensing bench in that district should consist of the Government Resident only, and that all the statutory powers and duties under the liquor law should be discharged by the Government Resident alone. It also provided for the exemption of the law as regards the publication of the notices relating to applications for licenses required under the Act, there being no newspapers as yet in the district. The bill further provided that, in the district of the Kimberley goldfield, the Government Resident might, on granting a license, dispense with the whole or any part of the accommodation required under the 18th section of the principal Act, as to the accommodation for travellers, stabling, stockyard, and so forth. There were also some provisions affecting the present law in all parts of the colony. The bill provided that the Governor may suspend the operation of "Part I" of the bill, or so much of it as he might think fit. The general provisions of the bill gave discretionary powers for dispensing with accommodation in the shape of stockyards for bullocks, at hotels, in the centre of a town like Perth,—accommodation that was no doubt required in the early days of the colony, and was still required in country places. Another provision of the bill was that which made it an offence to supply liquor to persons under the age of 14. Great complaints had been made as to publicans supplying children with liquor, and the bill sought to remove the grounds for these com-

plaints. It would be for the House to decide, in committee, whether the age mentioned in the bill recommended itself to hon. members, or whether the provision was a right and proper one. A recent decision of the Supreme Court as to the construction to be placed upon the 61st section of the principal Act, as to supplying liquor to travellers on Sunday, had necessitated an amendment in the wording of that section; and that, too, was provided for. These were the main provisions of the bill the second reading of which he now moved.

CAPT. FAWCETT suggested that provision should be made in the bill to make publicans keep their houses open on Sundays between the hours of one and three in the afternoon. It was very hard that a poor man should be allowed to drink beer all the week and be compelled to turn teetotaler on Sunday. It was all very well for gentlemen who had their clubs or their cellars; but it was very hard indeed that a poor man should not be able to get a glass of beer with his Sunday's dinner. [AN HON. MEMBER: Why?] Because if he took it home on Saturday night he would drink it before dinner time. He thought poor people should be allowed to send for their pint of beer on Sunday, and he believed it would be a very popular provision; and he did not think he should be a very unpopular man among the working classes of this colony when he thus advocated their rights to a glass of beer on Sunday. He submitted that it would tend to decrease rather than increase drunkenness if the public houses were allowed to open for a couple of hours on Sunday. If we had Maine law here, a man could go and purchase liquor in any house in the town. Why should we rob a poor man of his beer?

The motion for the second reading was then agreed to.

CLOSURE OF DRUMMOND STREET BILL.

This bill passed through committee *sub silentio*.

TELEGRAPH TO THE KIMBERLEY GOLDFIELDS (MESSAGE No. 17).

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) moved the consideration of His Excellency's

message (*vide* p. 413 *ante*) submitting a proposal for the construction of a telegraph line between the seat of Government and the port of Wyndham, in the Kimberley district, and also with the goldfields,—in addition to the line now in course of construction from Roebourne to Derby. His Excellency pointed out in his message that the Northern districts of the colony were now under the completely changed condition of a large and sudden influx of population and trade, consequent on the discovery of a goldfield, and that they could not possibly be administered from Perth, with satisfaction either to the Government or to the people themselves, unless they were at an early date included within our system of telegraph communication. Should the Legislature concur in this view His Excellency thought it would be well to make every exertion to initiate the construction of the necessary lines, at several points, and without delay; and in order to save time and for other reasons, it was proposed that the works should be undertaken by the Government, in preference to contractors. The maximum cost might approach the large sum of £60,000, which, of course, could not be provided from current revenue; and His Excellency invited the House to consider whether, under the circumstances, the best course to pursue would not be to advance the necessary funds from the item of £105,000, set aside, out of the last loan, for harbor works at Fremantle; but expressly to provide, in the bill that would have to be brought in for re-appropriating the money, that the advance should be repaid to the credit of the harbor works from the next loan. His Excellency's message (the hon. gentleman said) was so explicit that little remained for him to add. It would be acknowledged at once that it was absolutely necessary that the Government should be placed in direct communication with the Government Residents at Derby and Wyndham, and also with the Warden on the goldfields; and there were three ways by which this could be done. One was to float a new loan purposely for the construction of this telegraph line; another was to take the money from the amount now standing idle (comparatively speaking) to the credit of the pro-

posed harbor works at Fremantle; and a third way would be to establish a separate seat of Government, with a Lieutenant-Governor and the necessary staff, at the North. One of these three things would have to be done, and it appeared to the Government that the most expedient course to adopt was that suggested by His Excellency, namely, that they should borrow this money from the sum set apart for harbor works, and wait until they got Sir John Coode's scheme in its entirety, and then issue a new loan solely for the purpose of carrying out those works, or to issue a new loan for public works generally, making the Fremantle harbor scheme the first charge upon the loan. Under any circumstances, it appeared to him a thing of the utmost desirability that a telegraph line should be carried at once from Derby to the goldfields and from the goldfields to Wyndham. Another point mentioned by His Excellency in his message was that the work should be executed by the Government themselves, departmentally,—a suggestion which he quite approved of. If contractors were asked to tender they must put down a very large amount for transport and for contingencies, as they would not know the country to be traversed any better than the Government did; and, moreover, there would be the delay in calling for tenders, and in considering them; so that, if the line was to be made at all, it would be better for the Government to take the work in hand themselves. The same officer that went out in charge of the line could do the whole of the work connected with the erection of the poles and the construction of the line. It was proposed that the line should be slightly lighter than the ordinary telegraph lines, and to use a copper wire instead of iron wire, for this reason: whereas a ton of iron wire would only extend four miles, a ton of copper wire would extend thirty-two miles, thus effecting a large saving in the cost of transport, which would be one of the principal items. Besides, a copper wire admitted of a lighter insulator and lighter poles being used. He begged to move the following resolution: "That an humble address be presented to His Excellency the Governor, informing His Excellency that this House, having considered His Excel-

lency's Message No. 17, is prepared to support a Bill to divert from the Loan Act of 1884, out of the item £105,000, Fremantle Harbor Works, a sufficient sum for the purpose of carrying out the suggestions contained in His Excellency's Message; such sum to be repaid to the credit of Fremantle Harbor Works from the next Loan, and to be so stipulated in the Bill."

Mr. SHENTON seconded the motion. He thought if the Southern portion of the colony wished to retain possession of the Northern portion, this was one of the schemes that should be accepted by the House at once, because, as stated by His Excellency in his message, it would be impossible for the Government to administer the affairs of our Northern territory without telegraphic communication between head quarters and Kimberley. The scheme proposed by the Government for providing the money for this work was one that he thought would have to be carefully looked into, in order that there should be no doubt in the minds of the public that the question of harbor works at Fremantle would not be interfered with in the slightest degree. But, if the Reappropriation Bill distinctly provided that this shall be the first charge upon our next loan, he could not see that the people of Fremantle or Perth could take any exception to the diversion of the money. Should the House decide to carry out this proposal, he thought some slight extension would be required. He understood that an offer had been made by the South Australian Government to extend their telegraph lines to the neighborhood of the Katherine Springs, or some point to be agreed upon between that Government and our own, so as to connect with our telegraph system, and so duplicate trans-continental communication. He quite agreed that it would be more economical and better in every way for the Government to undertake this work themselves. In the first place a great deal of delay would be avoided in having to call for tenders, and in the second place, owing to the uncertainty that existed in the mind of the public as to the facilities for transport, we should have to pay a great deal more for the work probably than the Government could do it for. The suggestion of the Director of Public Works

that copper wire should be used was, judging from information which he had himself received, a good one. Not only was it much cheaper, but the current was stronger than through iron wire, and there would be far less expense in keeping the line in repair. He therefore cordially supported that proposition, and he trusted the Government would lose no time in carrying out this important work.

MR. MARMION: I must say that this proposal has come somewhat suddenly upon myself. I had no idea there was any intention on the part of the Government thus to divert this money from the object for which it was originally borrowed and dedicated. Of course I can see that a strong motive of policy inclines the Governor to adopt this course; and I may say that personally speaking—I am not quite aware whether in saying this I represent the views of the majority or of a great number of my constituents, and there is no time to consult them—but, personally speaking, I feel it is not my duty, as their representative, to hamper the Government when they seek to carry out a work so much needed. I shall therefore take the responsibility upon myself of stating that personally I am in accord with the proposal; and, in saying this, I must state that I do so with full confidence that the Government in putting it forward do so with the very best of motives and under a full conviction that it is in the best interests of the colony; and, of course, that Fremantle, as one of the most important parts of the colony, will have its full share of the benefits that are likely to accrue to the colony at large consequent upon the action now proposed to be taken. I also do it in the full confidence that the Government will do what they say they will do, and that there is no intention to blast the hopes of the people of Fremantle and others who take an interest in the prosecution of harbor works at the principal port of the colony, and that this money shall be recouped and made a first charge upon the next loan to be raised by the colony. I also bear in mind, in agreeing to this diversion, that the expenditure of this sum of £105,000, which is now virtually lying idle, would extend over a period of two or three years, if harbor works were

commenced at once. It would hardly be possible, under any circumstance, to spend more than £40,000 or £50,000 a year, and I am afraid it will be some time yet before we receive Sir John Coode's report and a decision is arrived at upon it as to the best course to pursue. I am desirous that there shall be a stipulation in the Reappropriation Bill—not that I have any lack of confidence in His Excellency the Governor, the Executive, and the members of this Council, but we do not know what circumstances may arise—the constitution itself might be altered, and there is no knowing what may happen; hon. members who now hold seats in the House may, from various causes, occupy them no longer, when the question of harbor works is again brought forward—I say, therefore, I am desirous there shall be a stipulation in the bill distinctly providing that this money shall be recouped and made a first charge upon our next loan. It seems to me absolutely necessary that this question of harbor works should be placed beyond all doubt, on a sound and substantial basis, and that the public should be satisfied that the money is only taken away temporarily. No one feels more strongly than I do the necessity for establishing regular and prompt means of communication between these Northern portions of our territory and head quarters; and the recent discovery of a goldfield has strongly emphasised this necessity. The friction and difficulties that have occurred lately between certain officials on the spot have shown how absolutely necessary it is that the head of the Government should have means of prompt communication with the officials in that distant and important part of the colony. The establishment of telegraphic communication with the North will also, in my opinion, have a strong bearing upon the question of Separation. No doubt, unless we have this prompt means of communication we shall soon have a "howl" from this Kimberley district for a separate form of Government; and I think the Governor himself would not feel justified in opposing such a movement, unless he is placed in a position to hold direct communication with the district. I think altogether the circumstances of the case are such that it needs no apology on my part to explain the course of action I am

now taking. I congratulate the Governor and the Executive upon the prompt action they seem disposed to take in this matter. Whilst saying this, it would have pleased me better if they could have seen their way to raise a sufficient sum of money for other public works and also to establish connection with the South Australian telegraph line. But as there appears to be some doubt or uncertainty as regards the present state of these goldfields, we are hardly in a position yet to estimate what amount of revenue we are likely to receive from this territory. It is easy enough for a Chancellor of the Exchequer to form an estimate of expenditure, but a very different thing to form an estimate of revenue, and, possibly, the Government do not deem it advisable at this stage to pledge the colony to the expenditure of a large amount of money that might ultimately not be justified. Therefore I will not press upon them the desirability of raising the loan at present; but I hope, if the news received from the goldfields is satisfactory and there is a large and continuous influx of population, and the revenue is such as to entitle us to expect that a considerable sum will be forthcoming—in that case, I sincerely hope that His Excellency the Governor will not hesitate in summoning a special session of this Council, with the object of raising a large sum of money, to be expended in such a manner as the Council may desire to vote it, upon public works, of which Fremantle harbor works shall be first and foremost. I wish it fully to be understood that I am not only speaking of this sum of £105,000, which, as a matter of course, will be available; I am going further than that. I would remind hon. members that this amount was simply an instalment, but an instalment made with an honest intention of carrying out Sir John Coode's scheme when it is received; and when it is received, and we are called together to have the subject fully considered, I shall expect that this Council will be prepared to vote either the whole sum necessary to carry out the works to completion, or, at all events, to place as the first item on the schedule a sufficient sum of money to carry on the work for a term of years. By doing that, hon. members will further show their honest intention

of carrying out the work to completion. I wish it clearly to be understood, once more, that I support this diversion on the distinct understanding not only that the amount diverted shall be recouped out of the next loan, but also that such an additional sum shall be included in that loan as may be necessary to carry on the work of harbor improvements, if not to its completion, at least for a term of years. Having said this much, I hope no time will be lost in proceeding with this telegraph line. As to the work being undertaken by the Government itself, although generally speaking there are objections and great objections to that course, still, under all the circumstances, possibly it would be the wisest course for the Government to adopt in this instance, and, I believe, it will prove the most economical course.

MR. GRANT said it was with great satisfaction that he observed the Government taking such prompt measures to establish telegraph communication with the Kimberley District. He was sure it would give a great impetus to the settlement of the district, apart from the goldfields. He had not rightly understood whether it was intended to go from Cambridge Gulf to Derby and to the South Australian border.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): It will go there only on condition that South Australia agrees to join us.

MR. GRANT said as to diverting the harbor works money for this work he thought it was very wise policy to do so—better than let the money lie idle, when we could make good use of it.

MR. WITTENOOM said they had already appropriated or diverted £12,500 out of this loan money for jetty extension, and it was proposed to take another £7,000 for water supply, and now it was proposed to divert another £60,000—say £80,000 out of the £105,000 set apart for harbor works. That would leave £25,000 for harbor works. He should think it was hardly worth while making a commencement with such a sum as that.

MR. PEARSE said he approved of the work being undertaken and of the proposed mode of construction; but he must say that, after fifteen or twenty years discussion of the question of harbor works at Fremantle, and just as they seemed on

the point of seeing their long-deferred hopes realised at last, it did seem hard—and to himself it was a source of great disappointment—that the money appropriated for the work should be taken away from them in this way. He thought himself it would be very much better to have a loan for this telegraph line. He was afraid if they once lost sight of this money they should never get it back again, and he was very sorry indeed to see it diverted.

MR. HARPER thought it was rather premature to connect our telegraph system with that of South Australia. He did not think it would be of any particular benefit to ourselves at the present time, and that it would be much better if that part of the scheme were deferred and left an open question. There was another point to be considered—the question of establishing postal communication with the goldfields, as well as telegraphic communication. It appeared to him extremely necessary that postal communication should be established between Derby and the goldfields and Wyndham and the goldfields.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) said it was proposed that a sum of £1,000 should be placed on the Estimates for the purpose of establishing postal communication between Derby and the goldfields, and the goldfields and Wyndham.

The resolution was then put and passed.

LAND REGULATIONS.

The House then went into committee for the further consideration of the Land Regulations.

New Clause 48 (reverted to).—Vineyards, orchards, and gardens—*Vide* p. 328.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved a verbal amendment in this clause, which was agreed to.

MR. VENN said he was rather sorry the Commissioner did not insist upon planting, rather than say "for the encouragement of." The object which the committee had in view and which they all had in view was to insist upon those who took up land for vineyards or gardens that they should cultivate the land; and, if he had his way, he would

make that a stipulation of the contract. Let the conditions be ever so light, but insist upon cultivation.

MR. SHOLL said he quite endorsed what the hon. member for Wellington had said. He thought this clause would be absurd unless they made cultivation compulsory. The clause now applied to all districts throughout the colony, and there was nothing to prevent people going about a district, such as the Northern districts, picking out small blocks of the choicest land in a settler's lease.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest): Within ten miles of a town.

MR. SHOLL said there were sheep stations within ten miles of a town, and he thought that the owners ought to be protected. If these people were compelled to cultivate their small blocks of land, they would not be so eager to take them up; and, unless we did compel them, it struck him that the object we had in view would be altogether defeated.

MR. BURGESS thought so too. Unless cultivation was rendered compulsory these people might get possession of the choicest spots of land and do nothing with the land when they got it, except perhaps do a little jobbing, by selling it afterwards at an enhanced price to the owner of the surrounding leasehold.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said it really seemed impossible to meet the views of some hon. members. This clause had been altered in several ways; yet it did not suit them. He did not think it was at all probable, judging from past experience, that the clause was likely to be abused. Heretofore very few of these small blocks had been taken up. Some hon. members appeared to him to be very unnecessarily afraid of these small cultivators. Unless the clause was so framed as to shut out this class altogether, it appeared to him it would be impossible to make it acceptable to some hon. members.

MR. MARMION could not see why, if the land was taken up for this special purpose, a condition should not be imposed that a portion of it should be cultivated within some stated period, otherwise it seemed to him it would leave the door open to a great deal of abuse. He

noticed that as regards the South-West division there was no limit as the selections being beyond a radius of ten miles from a town.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said the Government would of course exercise their discretion in granting these applications. He did not think the choice springs of which they heard so much were so numerous as some hon. members' imagination led them to suppose. If they were, it would be found that they had been pretty well monopolised already.

MR. GRANT asked if it was reasonable that whole runs should be spoilt simply to enable people to pick out little blocks like these under pretence of going to make gardens or vineyards of them, when in reality the object was something quite different. Cultivation ought to be insisted upon, and was the only protection which lessees would have.

The clause, as amended, was then put and passed.

New Clause :

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved that the following New Clause be added, to stand as Clause 68:—"*Gascoyne and Eucla Divisions*.—Pastoral leases in the form in Schedule No. will be granted in the Gascoyne and Eucla Divisions, in blocks of not less than twenty thousand acres, at a rent according to the term for which the lease may be granted, as follows:—For each thousand or part of a thousand acres ten shillings each year of the first seven years of the lease, twelve shillings and sixpence for each of the second seven years, and fifteen shillings for each of the third seven years of the lease. If the land is so shut in by other holdings as not to contain twenty thousand acres, a lease may be granted for such lesser quantity; but in no case will a lease be issued for less than five pounds per annum." The hon. gentleman said that since the question of rents had been under discussion and the proposal of the hon. member for Geraldton to have a lower scale for land situated a hundred miles from the coast, the Government had been considering the question, and they were now prepared to make this alteration as regards the Gascoyne and Eucla divisions, leaving the

original clause to apply solely to the North-West division. He hoped this would meet the wishes of hon. members, who considered that a uniform scale was not fair.

MR. VENN: I would point out this fact: that the object of the hon. member for Geraldton was to alter the price of land 100 miles inland, but this does not do that, but simply alters the price of land all round in these two districts, which in no way removes the difficulty complained of. It does not touch the principle advocated by the hon. member for Geraldton, and if hon. members are satisfied with this I do not think their convictions on the subject could have been very strong.

MR. WITTENOOM said the hon. member for Wellington was quite right in saying that in adopting this new clause they would be sacrificing the principle which he advocated the other day, and which seemed to have met with considerable support. But he found that in the North-West division there was very little land outside the 100 miles, whereas in the Gascoyne it was quite the other way, so that the clause would answer pretty much the same purpose in that respect, and he was inclined to accept it as a fair compromise.

MR. SHOLL thought it was a concession which the settlers at the Gascoyne would be very thankful for. It was well known that the land in that district was not equal to the land in the other divisions, and possibly to the great majority of the settlers it would be found to be even a greater concession than the 100-mile proposal.

MR. BURGESS said the present proposal was about the same as he himself made the other day, and which the House rejected. The only difference was that the North-West division was not included in the clause. Under all the circumstances, he was glad, however, to find the Government coming forward with this compromise, and he thought the House would be justified in accepting it. At the same time he thought the rents in the Northern districts, taking them all round, were very high, especially for the third term.

The new clause was then adopted.

MR. PEARSE moved that the following New Clause be added to the

Regulations:—"Any holder of Special Occupation lands under previous Land Regulations, applied for before the 14th day of July, 1886, shall be entitled to a Crown grant of the land comprised in his license, provided that he has paid the full purchase money, and that the land has been properly fenced and that the fence is in good order, and that an amount equal to the full purchase money has been expended on the land in prescribed improvements, in addition to the cost of such fencing." The hon. member said he had brought forward the clause in the interests of and with the view of encouraging that class of Crown tenants known as "S.O.L." holders. They were at present laboring under more stringent regulations than any other tenants of the Crown, and it was no wonder that, as a class, they had not been a success. He thought they were a deserving class, and that they ought to be encouraged, which was the object of this clause. Some of the land held by these people was nothing better than sand plain; and, instead of insisting upon cultivation, he thought it should be made optional, so long as they carried out other improvements. He hoped the House would be inclined to support the clause.

MR. VENN, whilst sympathising with the object in view, must say this: that when people took up land under these S.O.L. regulations they did so with their eyes open, and he had always contended that the cultivation clause was a very good clause. When there was free selection a man must blame his own intelligence if he took up land that was only a sand plain. Very large areas had been taken up within the last year or two under the S.O.L. regulations, in the Blackwood and other districts—possibly for speculative purposes—but we had a right to expect that those who had taken up these large tracts of land would place people upon the land for purposes of cultivation. If we allowed this clause to apply, the result would be that there would be no population placed upon the land at all, if the holders of the land found that other improvements besides cultivation would count. For his own part he should insist upon the conditions being fulfilled upon which this land was taken up. As he had already said, his

sympathies were with the S.O.L. holders as a body, and in their case probably this concession might fairly be granted. But he certainly would be opposed to mere speculators being allowed to take advantage of it.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said, as he had already mentioned in his speech in summing up the debate upon the regulations before going into committee, he was prepared to support this clause of the hon. member for Fremantle; and the reason which had induced the Government to do so was obvious. It was merely following out the principle they had adopted, he thought, ever since the land regulations were first passed, namely, that when new regulations were brought in more favorable than those previously existing, the present holders of land should enjoy the advantages of the more liberal regulations. This was the case with the old tillage leases, for instance; and other regulations. These amended regulations were supposed to be applicable to the existing circumstances of the colony, and why should they deprive those who had taken up land in the past, under less favorable circumstances, of the advantages now offered, unless it might be said—and no doubt there was something in that—that these people had the first pick of the land. He did not at all share the fears of the hon. member for Wellington, as to the probable result in the case of those who had taken up large areas of land under these S.O.L. regulations.

MR. WITTENOOM, whilst agreeing with the principle of the clause, thought they ought to be very careful that it was not abused. The question had been put to him by people who were anxious to take up large areas of land, whether the Legislature was likely to do away with the conditions as to cultivation; and the inference, he thought, was obvious. He would point out that there was no compulsion as to residence and no limitation as to the quantity of land that might be taken up. He thought it would be very desirable to limit the maximum extent of these areas, say to 300 acres, which in a great measure would defeat the object of the mere speculator.

THE HON. J. G. LEE-STEERE thought the House ought to be consistent in this

matter and carry out the principle adopted, so far, of limiting these areas, so that, if they made the concession contemplated by this clause, people should not be allowed to take up an unlimited quantity of land under the clause. He did not think that was the object of the mover of the clause, which, he presumed, was to benefit the genuine special occupation holder and not those who took up land simply for purposes of speculation.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said we had already granted the land to these people, and they had no guarantee then, when they took up the land, that they would not be expected to comply with the conditions then in force as to cultivation. At the same time he could see that this concession would be a great advantage to them. There were very few large holders, however. Mr. Hordern had a large area, at the Blackwood; and Mr. Keane had a large area eastward of York, and he thought that Dr. Hope had a few areas of considerable extent. That was about all the large tracts that had been taken up under this clause; and he would ask the committee whether it was worth while making exceptions in the case of these two or three people. Some of them—Mr. Keane especially—had expended large sums of money in improving their land, and done a great deal of good to the country; and why should not such men participate in this concession? Mr. Hordern, he believed, had done nothing at all yet with his land, and he did not know what that gentleman's intentions were; but he thought if he fenced his land and spent 10s. an acre in improving it, he would do a very good thing for the colony. At any rate we could not take the land away from him if he liked to pay the rent; and the question was whether it would not be wise to encourage him to spend money upon it and induce him to utilise it, and so conduce to the general progress of the colony.

MR. WITTENOOM said he believed Mr. Keane's intentions were *bona fide*, but he believed the others had taken up the land with the intention of taking advantage of this new clause, doing away with the condition as to compulsory cultivation. He certainly thought there ought to be some limit as to the maximum quantity; and he would there-

fore move that the following words be added to the clause: "provided that it be for not more than 1,000 acres."

MR. LOTON thought, if there had been any agitation at all with regard to these regulations, it had not been among the small holders, who had taken up their land with the intention of cultivating their land and living upon it. If there had been any agitation at all, it was from those who had taken up very large areas, and who had taken up the cream of the land fit for agricultural purposes in the district.

The amendment was then put and negatived, and the clause adopted.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved that the following New Clause be inserted in lieu of Clause 109 (previously struck out): "In order to promote the construction of railways or other public works, or the introduction and establishment of new industries and commercial undertakings of public utility, the Governor in Council may grant special concessions of land in fee simple or otherwise, and may grant special concessions to cut and remove timber from Crown lands for any period, and such concessions may include special privileges and shall be subject to any subsidy, rent, fees, conditions, or reservations as the Governor in Council may prescribe. Provided that any concession under this clause shall be subject to the approval of the Legislative Council."

MR. SHENTON thought that provision should be made that the lease should not issue under this clause until the question had been submitted to that House. He thought that some of the concessions granted to timber companies in the past were simply absurd, immense areas of land being alienated from the Crown for a large number of years, without the slightest benefit to the colony. He thought there should be some understanding, in future, that any concessions granted under this clause should not take effect until the concession had been ratified by the Council.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said the intention of the clause and the intention of the Government was clear. It would be absurd for the Government to grant a concession absolutely, and then come to the

House to approve of it afterwards. The intention was that any concession made should be made subject to the approval of the Legislature. For instance, if the construction of a railway on the land grant system were proposed, the Government could not enter into any agreement on the subject without reference to the Council. The same with timber concessions. The clause gave the Legislative Council more power than it ever had before in these matters.

The clause was then put and passed.

MR. GRANT moved that the following New Clause be added to the regulations:—"Any pastoral lessee in the Kimberley, North-West, Gascoyne, and Eucla Divisions, who shall have in his possession in any such division ten (10) head of sheep, or one head of large stock, for each one thousand acres leased, may at any time within five years of the coming into operation of these regulations apply to purchase in any of the aforesaid divisions, for the purpose of a homestead, any area in one block not exceeding one per cent. of the total quantity held by such lessee under pastoral lease in such division, on the same terms and subject to the same conditions prescribed for purchase under Clause 41 of these regulations; provided that the minimum area shall not be less than 500 acres."

Hon. members were aware that a similar concession had been made to lessees in other parts of the colony, and he thought the same privilege ought to be extended to the Northern lessees, so that they might get a homestead around them. As special areas were allowed to be declared, he thought this would be a sort of security to the lessees.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) thought there should be a maximum as well as a minimum area mentioned, otherwise the clause might lead to abuses. He would suggest that the words, "nor more than 5,000 acres" be added to the clause, which seemed to him a reasonable limit.

MR. LOTON did not think the concession should be granted at all, without a limitation as to the maximum area, otherwise a man who took up a million acres would have the right to select 10,000 acres for a homestead—the best portion of his run.

MR. GRANT said he would accept the suggestion of the Commissioner; and the words "nor more than 5,000 acres" were added to the clause.

The clause was then put and passed.
Progress reported.

The House adjourned at five o'clock, p.m.

LEGISLATIVE COUNCIL,

Wednesday, 18th August, 1886.

Sidings on Eastern Railway between York and Beverley—Customs Receipts at Derby and Wyndham—Married Women's Property Bill—Burial place of late Pemberton Walcott—Amendment of Standing Orders—Roads Bill: second reading—Estimates, 1887: Financial Statement—Adjournment.

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

PRAYERS.

SIDINGS ON EASTERN RAILWAY BETWEEN YORK AND BEVERLEY.

MR. HARPER asked the Commissioner of Railways whether it was the intention of the Government to put any sidings on the railway line between York and Beverley; if not, why not?

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said it was the intention of the Government to place a siding or sidings, if required, on the line between York and Beverley, when and where it may hereafter be proved they would be of any practical benefit to the district.

CUSTOMS DUTIES AT DERBY AND WYNDHAM.

MR. MARMION asked the Acting Colonial Secretary to lay on the table of the House—

- (1.) A return showing the amount of Customs duties received at Derby and Wyndham during