

LEGISLATIVE COUNCIL,

Wednesday, 16th September, 1885.

Negotiations with Mr. Hordern—Kimberley Gold Fields and Chinese—Message (No. 25): Replying to Addresses—Revised Loan Estimates, 1885: in committee—Indian and Colonial Exhibition—Import Duty on Opium—Duty on Goods consumed on Fearing Banks—Defence of King George's Sound and Fremantle (Message No. 2)—Telephone between Bunbury and Bridgetown and between Pinjarrah and Mandurah—Public Works, Immigration, Surveys, Roads and Bridges (Messages Nos. 11 and 23): adjourned debate—Customs Ordinance, 1880, Amendment Bill: second reading—Seab Bill, 1885: second reading—Gun License Bill: recommitted—Municipal Institutions Act Amendment Bill: recommitted—Adjournment.

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

PRAYERS.

PROGRESS OF NEGOTIATIONS WITH
MR. HORDERN *re* BEVERLEY-ALBANY
RAILWAY.

SIR T. COCKBURN-CAMPBELL asked the Colonial Secretary whether he could give the House some definite information respecting the present position of Mr. Anthony Hordern's negotiations with English capitalists for the formation of a syndicate to construct the proposed Land Grant Railway between Beverley and Albany, and whether there appears to be good ground for belief that Mr. Hordern will be prepared to carry out his contract. The hon. baronet said there were various and contradictory rumours afloat with regard to the present state of these negotiations; and those interested in the construction of the line were becoming anxious about it, and it was in order to allay this anxiety that he had asked for this information.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he had seen Mr. Hordern's attorney in the colony (Mr. A. Forrest), who informed him that he had a telegram from Mr. Hordern yesterday stating that the railway would be commenced early next year, and that arrangements were being made to let the first section of the line (47 miles).

KIMBERLEY GOLDFIELDS AND THE
CHINESE.

MR. McRAE asked the Colonial Secretary whether it was the intention of the Government to take any steps to prevent

the supposed goldfields of Kimberley being monopolised by Chinese?

THE COLONIAL SECRETARY (Hon. M. Fraser) said that since the hon. member had given notice of his question he had telegraphed to the South Australian Government to know what restrictions they had placed upon the immigration of Chinese to their northern territory, and, until he received a reply, which he hoped would be in a day or two, he was unable to give the hon. member any further information.

MESSAGE (No. 25): REPLYING TO
ADDRESSES.

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

"The Governor has the honor to inform the Honorable the Legislative Council that he has complied with the requests contained in the following Addresses:—

"No. 14, dated 14th August, 1885
"(Plantation of Pines on Rottnest Island).

"No. 15, dated 14th August, 1885 (contribution towards the erection of a Town Hall at York).

"No. 23, dated 28th August, 1885
"(loan of horses, &c., to Gold Prospectors).

"No. 25, dated 7th September, 1885
"(landing platform, Ashburton River).

"No. 26, dated 7th September, 1885
"(Medical Officer for the Gascoyne District).

"And that the recommendation contained in Address No. 22, dated the 21st of August, 1885 (High School Scholarships and University Exhibition), will be acted upon.

"2. So soon as the exact amount of the surplus funds which will remain at the close of the present year can be ascertained, the Governor will take into consideration and, if possible, comply with the requests contained in the following Addresses:—

"No. 7, dated 6th August, 1885 (Postal Notes).

"No. 18, dated 18th August, 1885
"(Assistance towards Water-Boring at Eucla).

"3. Action will be taken in accordance with the recommendation relative to the Reports of the Debates of Your

"Honorable House, transmitted by Address No. 28, dated the 11th September, 1885.

"4. Address No. 24, dated 3rd September, 1885 (Sanitary Measures and Water Supply), and Address No. 27, dated 11th September, 1885, respecting measures in the interest of Aboriginal Natives of the Colony, will be carefully considered.

"Government House, Perth, 16th September, 1885."

REVISED LOAN ESTIMATES, 1885.

The House went into committee for the consideration of the revised Loan Estimates for the current year.

MR. BROWN asked the Engineer-in-Chief for some information with reference to the first item—"Completion of Eastern Railway to York, £60,220 13s. 8d." What was this amount required for?

THE ENGINEER-IN-CHIEF (Hon. J. A. Wright) said it was simply the balance of the loan, for the completion of the line to York, providing for rolling stock and everything else required.

MR. BROWN: Does it embrace the £15,000 diverted from the last loan for the purposes of this railway?

THE ENGINEER-IN-CHIEF (Hon. J. A. Wright): Certainly not. That comes out of the 1884 loan, whereas this amount comes out of the 1882 loan.

MR. SHENTON: Is the whole of this money to be expended during the present year? I notice an item "Progress payments to contractor, £3,000,"—I understood this money had already been paid, and the line handed over to the Government.

THE COLONIAL SECRETARY (Hon. M. Fraser) said these Loan Estimates were submitted to the House in accordance with the requirements of the statute, and, although some of the money had already been expended, it was necessary for the Legislature to confirm the expenditure.

MR. BROWN: Are we to understand that the whole of this money has been expended, and that it is only a matter of form coming to this House to obtain a confirmation of the expenditure?

THE ENGINEER-IN-CHIEF (Hon. J. A. Wright) said the amounts required for rolling stock, and wages and

salaries to the end of the year, had not yet been expended; but, virtually, the greater portion of the money had been spent.

THE COLONIAL SECRETARY (Hon. M. Fraser) explained that the amount actually requiring confirmation was £20,678 7s. 9d.—less the sum of £1,813 6s. 3d. not required, but included in the original estimate.

MR. BROWN said that what he wanted to find out was whether, practically speaking, the Legislative Council exercised any real control over the expenditure of loan moneys, or whether it was merely a nominal control? He noticed an item, "Erection of buildings, £2,500." What buildings were these?

THE ENGINEER-IN-CHIEF (Hon. J. A. Wright) said the money was required for the station buildings at York, including a goods shed, the foundation of a turntable, etc. The original estimate was £2,000.

MR. BROWN: Has any of the supplementary vote now asked for been expended?

THE ENGINEER-IN-CHIEF (Hon. J. A. Wright) replied that it had,—a considerable proportion of it, under the authority of the Finance Committee. A great deal of this money had been expended before he came into the colony, and he had no idea that he would have been catechised in this way with regard to it, otherwise he would have prepared himself.

MR. BROWN said that formerly the Legislature was taunted with having no control over the expenditure of loan moneys, but since then an Act had been passed, after a great deal of fighting, providing that moneys expended from loans should be dealt with precisely in the same way as the money expended out of the general revenue, and that the loan estimates should be prepared in exactly the same way as the ordinary estimates, and that these estimates should be the sole authority of the Government for spending the money. It therefore seemed strange—if he was right in his impression—that they should have estimates of this character placed before them, including thousands upon thousands of pounds already expended without the shadow of an authority, so far as that House was concerned. That was the whole point;

and, for his own part, he should like to see progress reported so that a full explanation might be afforded. He was not pretending for a moment that the money had been wasted, or that the expenditure was not necessary; but it did appear to him that the Government had considered it quite unnecessary to obtain the sanction of the Legislature for the expenditure of its loan moneys. He might be wrong in that impression, but he thought it would be well to report progress, so that the whole matter might be sifted and thoroughly explained.

MR. RANDELL said that before progress was reported he should like to draw attention to the third paragraph of the report of the select committee on Public Works, in which the committee justified the action of the Government in proceeding with the construction of the Derby telegraph line in advance of the approval of the Legislature. The House had confirmed the committee's approval of this action. This seemed somewhat inconsistent with the strong stand now made by the hon. member for the Gascoyne with reference to that House controlling loan expenditure.

MR. BROWN said he had always considered that paragraph in the committee's report as a questionable paragraph; still he was not one to find fault with the Government when they acted on their own responsibility in matters of urgent necessity, when the House was not in session, relying upon the assent of the Legislature afterwards, which he was sure would always be given if the money had been justifiably expended. But it did appear to him somewhat strange, and a matter for comment, that the expenditure which these loan estimates covered appeared to have been incurred as a matter of course, without the Government for one moment considering that it was necessary to obtain the assent of the Legislature to it. Here was a sum of £20,678, a large portion of which had already been expended during the present year, without the Council having been asked last session to vote a shilling of it. Under these circumstances he certainly thought some explanation was necessary.

Progress was then reported, and leave given to sit again.

INDIAN AND COLONIAL EXHIBITION.

MR. GRANT, in accordance with notice, moved the following resolution: "That in the opinion of this House it is undesirable that any further steps should be taken by this colony in being represented at the Indian and Colonial Exhibition to be held in London, in 1886." The hon. member said his reason for moving in the matter was because of the apathy shown by the colonists generally in this Exhibition. A Commission had been sitting for some months, and many promises of exhibits had been made but very few had come forward. He thought it was very undesirable indeed that the colony should spend £23,000 in this way, unless there was some prospect of there being a fair show of colonial products; and seeing that at present they had little or nothing to send, and that the time was advancing near for forwarding the exhibits to London, he really thought it would be advisable to drop the whole matter. They might depend upon it that unless the colony made a good show at this Exhibition it would be very detrimental to the colony, and better to have no show at all.

MR. BROWN said he thought the subject was one of sufficient importance to have warranted the hon. member in bringing it before the House. It had always been a question to his mind whether the colony was sufficiently advanced to justify it in expending its money in joining in one of these great Exhibitions. He had always been strongly of opinion in this,—that unless the matter was undertaken from the first as a Government measure, pure and simple, without relying upon the people of the colony, it would be far better not to attempt to exhibit the resources of the colony at this Exhibition at all, because it had been found by past experience that to rely upon the people of the colony to exhibit the products of the colony simply meant that the Exhibition, so far as Western Australia was concerned, would be a failure. He could not see what the people of the colony, as individuals, had to gain by sending forward exhibits at any time to an Exhibition of this kind. Indirectly, no doubt the people of the colony would benefit and the colony itself would benefit, from a really good

show; but he had always felt that a good show could not be made unless it was undertaken by the Government itself as a purely Government measure, and that of course meant a large expenditure. From the first he had stated that the amount originally appropriated for this Exhibition (£2,000)—which had since been supplemented by another £1,000—was totally inadequate to obtain a fair representation of the resources of the colony. Even with the extra £1,000, he thought it was far too little to ensure a proper representation. He feared a mistake was made in the first place in appointing such a large Commission. "What was everybody's business was nobody's business," and the result was you did not get your work done at all. The next mistake of the Commission—of which he was himself a member and a party to the mistake—was that it relied too much upon the people of the colony to assist in the representation of the colony at this Exhibition, relying upon their public spirit and patriotism. The Commission robbed itself (so to speak) of its powers by requesting the Governor to appoint local committees in every district of the colony, and giving those local committees almost as much power as the Commission itself, or, at all events, delegating to them duties that ought to appertain to the Commission, and so tied the hands of the Commission for two or three weeks together. It was impossible for the Commission to tell what these local committees would contribute in the shape of exhibits, and therefore impossible for the Commission itself to go on with its work, and to make purchases to enable the colony to be properly represented. They now found themselves in this position: but very few months would elapse before the Exhibition would be open, and the Commission was practically where it started, months ago. He said "practically," for very little had been done, indeed, compared with what ought to have been done by this time. He thought, however, that if the matter were from this forward to be carried on energetically, and that no more mistakes were made—and unless it was carried on energetically and systematically, he was afraid the outcome would be a very poor and a very sorry one for Western Australia; and perhaps, under the circum-

stances, it would be wise to abandon what we had already undertaken, which was what the hon. member for the North asked should be done. But of course there was another side to the question and that was this: Western Australia, with the other colonies of the Empire, had been invited to join in this Exhibition, and Western Australia had consented to do so; and it was just a question whether, if she were now to withdraw, it would not do as much harm to the colony as a meagre exhibition of its products would do.

THE COLONIAL SECRETARY (Hon. M. Fraser) believed he had had more to do with Exhibitions than most hon. members had, having been connected with them, on various occasions, during the past fourteen or fifteen years, as the representative of the colony. Therefore, he spoke with some little authority when he said that he knew what could be done by the colony in the way of exhibits. He must allow that this Commission was at first too unwieldy—it was a monstrosity; and he was sorry to say that the local committees had shown that deplorable feeling of apathy which had characterised such committees on former occasions. He concurred with the hon. member for the Gascoyne that it was really impracticable for the colony to make a decent show unless nearly the whole of the exhibits were paid for out of public funds. Those who were on the Commission had already realised that fact, and a new departure had been made within the last few days. Having put our hands to the plough it would never do for us to look back. Having engaged in the competition, it would never do to throw up the sponge. He regretted himself exceedingly that the financial condition of the colony did not warrant the Government in asking for £10,000—instead of £3,000—which he believed would not have been at all too large a sum to ensure an effective display of the colony's resources. Recently, the Commission had put its shoulders to the wheel in earnest, and shown its reliance in some of its members by delegating to them its powers, in order that they might do what was possible to be done with the funds at their command; and he still hoped, from the experiences of this work-

ing committee as he might call it, that the colony would be saved from the disgrace of being looked upon as a backslider. He was afraid that the result of the efforts of this committee would not be known before the House separated, and he regretted this very much, as it might tend to tie the hands of the Commission to some extent. Perhaps, before the House dispersed, some resolution might be passed upon the subject.

MR. CROWTHER said that when Barnum had a show he invariably got a showman to run it; and he thought Western Australia might take a leaf out of Barnum's book, if it wanted to make this show a success. No matter how attractive our exhibits might be, unless we had a showman we might as well keep them at home. Everybody remembered the Melbourne Exhibition, and how admirably our court was then arranged, considering the small number of exhibits we had to show, but what was the result? Why, nobody could get any information about the court or about the colony, and the court was deserted. People got disgusted, and the exhibits were left to take care of themselves; and for all the good that was done to the colony, they might as well have been pitched into the sea. He did not care what we sent to London for this forthcoming Exhibition, unless we employed a good showman to introduce them to the people who visited the Exhibition, we could not expect to compete with other courts. He was quite willing to admit that the best man in the colony was going to be sent as Executive Commissioner, but they could not expect him to act as a showman. The very first appointment that ought to have been made was that of a thoroughly good man to take charge of our exhibits, to see that they were properly arranged, and to see that they were not overlooked or neglected. The success or failure of the whole affair depended upon whether we had a good showman or a dummy. If we could not now draw back, he should advise that a small sum, say £3,000 or £4,000, should be given to somebody to go to the other colonies to pick up something that would be worth exhibiting—for really we had little or nothing to show that would attract people to our

court, when placed in open competition with other courts. He thought, with his hon. friend on the left, it would be wiser on our part not to make any show at all than to make a bad show.

MR. MARMION said no doubt the Commission was behindhand, and he was afraid that was because many of its members had had so many other matters occupying their attention. But, as to abandoning the idea, he thought it would be much to be deplored, especially at this critical period in the history of the colony, when so much public attention had been directed to it in the mother country. He thought it would be disastrous to our best interests to draw back after consenting to take part in the Exhibition, and having space set apart for us. The Commission must do the best they could now—take the bull by the horns—and see whether after all it was not possible to secure a fair representation of the colony's resources.

MR. BURGESS would be very sorry indeed to see the motion before the House adopted. Space had been given to us for a Western Australian court, and it would be deplorable if we were to leave our court empty. He agreed with the hon. member for the Greenough that it was most desirable we should send somebody home to look after our court,—somebody who would always be in attendance. Of course that would involve expense, but he thought the expenditure would be justified by the result. Unless we did this, he considered that the object in view would entirely fail, and that the colony would not derive anything like the benefit it ought to derive from this Exhibition. He thought £3,000 was nothing like a sufficient sum; and, if it was intended to carry out the work properly, he felt sure that nothing less than £5,000 would be required. He thought they ought to make up their minds as to whether it was not worth their while to authorise that extra expenditure, or let the whole thing fall to the ground,—which he thought would be a great mistake, and an injury to the colony.

MR. WITTENOOM said he must take exception to the depreciatory tone in which some hon. members had spoken of the colony. It seemed to be the idea among some hon. members that we should not show at all, unless we could

show exhibits of exceptional superiority; but he thought our object should be to show what the natural products of the colony were. He believed we might rest quite satisfied that, as regards some of them, we should have no cause to be ashamed.

MR. GRANT said that, seeing what the feeling of the House appeared to be, he would not press his motion. He had brought it forward simply to elicit an expression of opinion, and to draw attention to the matter. If it was the desire of the House that the colony should be represented, let it be so.

Motion, by leave, withdrawn.

IMPORT DUTY ON OPIUM.

MR. GRANT, in accordance with notice, moved, "That, in the opinion of this House, it is desirable that a high Duty be imposed upon the drug Opium." It was very possible there might be an influx of Chinese into the colony when the news of the Kimberley goldfield spread about; in fact there were a considerable number of Chinamen here already, and, from information he had received from Sharks Bay and other places, there was a great deal of opium consumed, which of course had a very pernicious effect upon these people; and he thought there ought to be a very heavy duty placed upon it—he should say almost a prohibitive duty.

THE COLONIAL SECRETARY (Hon. M. Fraser) said there was no evidence before the House or the Government to show that there was any occasion at present to resort to the prohibitive measure suggested by the hon. member. In the other colonies, where the Chinese flocked in large numbers, the practice had been to impose a high duty upon this drug; but there had been no great influx of Chinese into this colony; and, should there be any influx, as the hon. member for the North seemed to dread, it might become the duty of the House to follow the practice of the sister colonies. At present he looked upon the motion as premature.

MR. GRANT thought prevention was always better than cure. It behoved them to be prepared for these Chinese gentry, and the Government ought to have everything in train, so as to be

ready for any emergency, and that people who dealt in this fatal drug did not lay in large stocks of it, before a heavy duty was put upon it.

The motion upon being put was carried.

IMPORTED GOODS CONSUMED ON PEARLING BANKS.

MR. GRANT moved, "That in the opinion of the House it was desirable that duties be levied on all goods imported or consumed on the pearling banks of the colony, according to the 'Tariff Act.'" At present vessels coming here from Singapore and other foreign places, for the purpose of prosecuting the pearling industry, were subjected to no duty whatever, and the result was that they were placed in a much better position than our own vessels, the owners of which had to pay duties upon all articles of consumption, according to the existing tariff.

THE COLONIAL SECRETARY (Hon. M. Fraser), while agreeing as to the desirability of carrying out the object which the hon. member had in view, pointed out the obvious difficulties in the way of accomplishing the desired object. If any of these vessels cleared from any of our own ports for our pearling waters, the goods which they had on board could of course be subjected to the usual duties; but, coming as they did from foreign ports, where they had already paid duties, he thought it would be impracticable to give effect to the hon. member's wish that they should also pay a duty here, upon such goods as they required in the prosecution of their avocations. The House might express its opinion as to the desirability of doing so, but he feared it would be impossible to give effect to it.

MR. SHENTON suggested that, as these vessels had to obtain a license, they should be compelled before getting one to declare what dutiable goods they had on board, and the revenue officer might be empowered to levy a duty upon them.

MR. HARPER thought the only solution of the difficulty would be to levy differential license fees upon boats coming from foreign parts, subjecting them to a higher fee than boats owned in the colony.

MR. MARMION thought the question was one of reciprocity between ourselves and the other colonies, from whence many of these vessels came. It might seem an act of injustice to compel them to pay double duty. As to boats coming here from Singapore, he should be glad if there was a possibility of reaching them, but he agreed with the Colonial Secretary as to the impracticability of doing so.

The motion was agreed to.

DEFENCE OF KING GEORGE'S SOUND AND FREMANTLE (MESSAGE No. 2).

THE COLONIAL SECRETARY (Hon. M. Fraser), in moving the consideration of the report of the select committee appointed to deal with His Excellency's Message respecting the measures to be taken for the defence of King George's Sound and Fremantle, said that as regards the former place, the committee were of opinion that, as suggested by the Imperial Government, federal action would be necessary, and that this colony should be prepared to contribute towards the construction and maintenance of the necessary fortifications at Albany, in conjunction with the other colonies, upon the basis of population. As regards Fremantle, of course the position of affairs was different. It would be seen that the Imperial Government had offered to provide us with the necessary guns and ammunition for protecting that harbor, if we undertook on our own part the care and maintenance of the guns, and made the necessary preparations for having them mounted and worked. The committee were of opinion that the offer of the Imperial Government should be accepted; but they considered that the position of the fortification should not be determined until Sir John Coode's project for harbor works had been decided upon, and the best position ascertained for protecting the harbor. They also thought it very desirable that Sir John Coode should be requested to consult with the military authorities in England as to the best plan of constructing the proposed fortification. The necessary works might afterwards be carried out by our own Public Works Department. The committee considered that the officer in command of our defences at Fremantle

should be an artillery officer, well acquainted with the latest field tactics, and that probably it would be necessary to reorganise the Volunteer Force of the colony, so as to provide a body of artillerymen to work the guns. The committee were of opinion that the requisite funds to carry out these recommendations should be provided out of current revenue. If the report of the committee were adopted by the House, it would be his duty afterwards to bring a resolution before the House dealing with this matter.

MR. SHENTON said that, as one of the select committee, he would support the motion. Our contribution towards the fortification of Albany could not amount to very much, if calculated upon the basis of population. With reference to Fremantle that was a different thing; we should have to bear the whole cost of that ourselves, but he thought we ought to take advantage of the Imperial Government's offer of assistance. He thought it was very opportune that Sir John Coode should happen to be now engaged in reporting upon the harbor at Fremantle, which would obviate the necessity of our having to employ an officer for the special purpose of taking soundings, etc. It would probably be necessary to reorganise our Volunteer force, especially at Fremantle, and that they should be drilled in artillery practice and in working the batteries.

SIR T. COCKBURN-CAMPBELL said, with regard to the fortification of King George's Sound, he had been asked by his constituents to press the matter upon the House and the Government, but of course he was perfectly well aware that it would be impossible for this colony alone to undertake the work. In fact, it concerned the neighboring colonies as much as, if not more than, ourselves; and for that reason he thought it was only reasonable that this matter should be left until the approaching meeting of the Federal Council. But he should like to know how the Government would be placed with regard to funds, unless they placed a sum of money on the Estimates, to carry out our portion of the scheme, in the event of the Federal Council agreeing to intercolonial action in the matter. No doubt the other colonies, should federal action be decided upon,

would desire to carry out the work as soon as possible, and he thought himself no time should be lost. The Queensland Government was already moving in the same matter as regards Thursday Island, and he believed the whole question would be pressed upon the Federal Council. He should therefore like to hear what was proposed to be done by this Government as regards providing funds for doing our share of the work. Was it intended to place any amount on the Estimates?

THE COLONIAL SECRETARY (Hon. M. Fraser) said that at the present moment he was not prepared to say exactly the form in which the resolution he had indicated would be worded; but, if the recommendations of the select committee were adopted, he would take the earliest opportunity of tabling the resolution, which of course would be open to criticism.

MR. SHENTON presumed that no vote would be required for 1886; it would take all that time before any federal scheme could be decided upon.

MR. STEERE asked whether there would be any necessity for having a permanent force at Fremantle to look after this battery? He apprehended it would be necessary to have more experienced artillery-men than our own Volunteers for such work as this.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the necessity for a small defence force was indicated in the report.

MR. WITTENOOM asked whether the committee had estimated what these proposals were likely to cost the country. They were told the other day that there was no more money forthcoming for anything, but here was a project that would probably involve an expenditure of about £3,000 a year, and where was the money to come from?

MR. MARMION said, if the colony decided upon going in for defending its principal ports, the money must be found somewhere, and it would have to come out of current revenue. But he did not see how it was possible at present to estimate the cost. The House would probably meet again before any definite scheme was organised.

MR. CROWTHER said that outside that House the colonists did not care two straws about the matter; they looked upon it simply as a fad of the people of

Perth and Fremantle, and possibly one or two other places where a Volunteer corps was in existence. But the colonists generally were quite indifferent about it; and as to any fleet blowing up the magazine at Fremantle, nobody outside Fremantle cared two straws if it was blown up to-morrow. He was only afraid that if we went to the expense of putting up these fortifications, they would only tempt an enemy to come and have a shot at them.

MR. S. H. PARKER said the Government would not be authorised to spend any money upon these fortifications merely upon a resolution of the House; and, in voting for this report, hon. members would not be voting for the expenditure of a single farthing. He should vote for it himself on that understanding, and reserve to himself the right to vote as he might think proper hereafter when the question of expenditure came before the House.

MR. GRANT said it was evident from the Secretary of State's despatch that the Home Government intended this colony to incur some expense in this matter, and it was only on that condition that the Imperial Government offered us this assistance. Lord Derby said: "The port of Fremantle stands on a different footing, and Her Majesty's Government are of opinion that its defence should be undertaken by the Government of Western Australia. Her Majesty's Government being, however, most anxious to encourage the Colonial Authorities in such a necessary and important undertaking, are willing to give their assistance by presenting the Government of the colony with a sufficient armament, and delivering it free of cost, on the understanding that an efficient force of Artillery is maintained, and that all expenses connected with the construction and maintenance of the necessary works of defence are borne by the colony. In the absence of information as to the ground, and the price of labor and materials, it is impossible to estimate, with any approach to accuracy, the cost of these works. Should, however, the site selected present no special engineering difficulties, it is believed that the expense of construction would not exceed from £3,000 to £4,000." He thought, looking at the state of our finances, we were not in a position to

undertake these costly measures of defence. As the hon. member for the Greenough had observed, the colonists generally did not care one rap about the defence of Fremantle. A fortification there would only act as an irritant to a passing cruiser, whereas if there was nothing there at all, to attract an enemy, they would pass us by unheeded.

The motion for the adoption of the select committee's report was then adopted.

TELEGRAPH TO BRIDGETOWN AND MANDURAH ON THE TELEPHONIC PRINCIPLE.

MR. STEERE, in accordance with notice, moved, "That an humble address "be presented to His Excellency the "Governor, praying that he will be pleased to give directions that the telegraph "line to be erected between Bunbury and "Bridgetown and between Pinjarrah and "Mandurah, should be constructed on "the telephonic principle, as giving "greater advantages to the inhabitants "of the district living in the vicinity of "the line, and being cheaper in both "constructing and working it." The hon. member said that in glancing over the report of the select committee on the public works included in the Loan Schedule he observed a paragraph stating that the committee had had before them the advisability of employing telephonic, in lieu of telegraphic, communication between Bunbury and Bridgetown, but that as special legislation would be necessary in order to enable this to be done, the committee came to the conclusion that the matter must be left in abeyance. He could not on earth conceive what this special legislation could be until he asked the chairman of the committee, the Director of Public Works, who told him that special legislation would be required in order to enable a telephonic message to be produced in evidence, in a court of law, the same as a telegraphic message. Surely it was not necessary to wait until they had special legislation to that effect, before establishing telephonic lines. We had the telegraph at work here for years before we had any Act making telegrams admissible as evidence in the law courts; and, should any special legislation be necessary for dealing with telephonic messages, it would be very easy to pass

an Act for that purpose next session. It would be a great advantage to the colony in general, and to the inhabitants of the districts referred to in particular, if these lines were constructed on the telephonic principle. It would be an advantage to the colony because it would not be so expensive, as no special buildings would be necessary for the telephone, which could be worked in the buildings now used as post offices. Nor would it require highly paid operators at either end of the lines. Between Bunbury and Bridgetown there were three intermediate post offices, in the neighborhood of which a considerable number of inhabitants resided; and if this line were constructed on the telephonic principle, each of these post offices would be able to receive messages to be conveyed along the line; whereas, if constructed merely as a telegraph line, there would be no message able to be delivered at any intervening station, so that all those who resided in the intermediate country—a distance of sixty miles—would not be able to make use of the line at all, which would not only be a great disadvantage to the residents themselves but also considerably affect the revenue. There would be four times more revenue received if there were a telephone going to each of these post offices along the line than if they had a telegraph line going in a direct line from Bunbury to the Blackwood. He had amended his motion, since giving notice of it, by including Pinjarrah and Mandurah in it; and he had done this at the request of the hon. member for the Murray, who informed him that he had received representations from his district, asking him to use his influence to have the same system adopted between those two places.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said there was no reason at all why these lines should not be constructed on the telephonic principle, so far as the work of construction went; but, as to there being no necessity for any additional stations he must point out that in order to have a telephonic message sent with any degree of secrecy it would be necessary to have separate wires, otherwise anybody listening could hear all that was going on—which would not always be very desirable. There was also the question

of tariff. If they were going to adopt the same tariff as now in use on the telegraph lines, he would point out that it would be necessary to have a message repeated at every intermediate station. There was also another thing to be considered: it would be impossible to connect these telephone lines with the main telegraph system of the colony, and this would entail double work.

MR. MARMION said the hon. member who brought forward the motion stated that it would not be necessary to have additional officers to work the line if worked on the telephonic principle, because it could be done at the post offices along the line. He would point out that these post offices at country places were only open during certain hours, and that the postmasters only received about £10 a year, which was simply for a few minutes work at intervals in some cases of many days. But if they had the telephone to attend to they would have to keep regular hours, and devote their whole time and attention to it. Again, the same persons who might now serve the purpose of simply receiving and despatching a few letters and newspapers, might not be the sort of people whom the Government would like to trust with the management of telephonic communication. [Mr. STEERE: Why not?] In some cases it might not be convenient, in other cases the persons themselves might not be qualified; records would have to be kept of the messages transmitted.

The resolution, upon being put, was adopted.

PUBLIC WORKS, IMMIGRATION, SURVEYS, ROADS AND BRIDGES (MESSAGES Nos. 11 AND 23).

ADJOURNED DEBATE. LAND GRANT RAILWAYS.

On the order of the day for the further consideration of these messages, in committee,

MR. BROWN—referring to paragraph (c) of His Excellency's Message (No. 23)—moved, "That, in the opinion of this House, it is desirable that the railway from Bunbury to serve the agricultural and other resources of the district between that town and the Beverley-Albany line shall, if possible, be effected upon the land grant system." The

hon. member said the resolution dealt with the question in the abstract; he expressed no opinion as to the merits of the specific proposals made respectively by Mr. Hordern and Mr. Geo. Simpson.

MR. SHENTON said he felt it his duty to oppose the resolution, for several reasons. In the first place he thought it would be unwise for them to make any arrangements with reference to any land grant railways until they were certain of the success of the two schemes already sanctioned by the Council. Secondly, if any further land grant railway schemes were sanctioned, he thought it behoved them to go very carefully into the whole question. Under the new Land Regulations it was proposed to raise the price of Crown Lands to a much higher figure than we had agreed to part with our land to Mr. Hordern, in connection with his land grant railway, and also to Mr. Waddington; and, if we were to agree to these further proposals, some of the finest agricultural land in the Southern districts would have to be alienated. He thought it was most undesirable that we should alienate any more of the land of the colony to these companies: our land was the security we had to offer for our loans. We should require to borrow considerable sums of money yet: harbor works at Fremantle would entail a further loan, and there were other public works; but if we went on parting with our land in this way we should soon have no real estate to offer capitalists as security for our loans.

MR. STEERE said it seemed to him that now was the time for him to propose his resolution, with reference to the Bunbury railway, included in the Loan Schedule; and he would do so in the shape of an amendment. He moved, "That in the opinion of this House it is not desirable to construct the line of railway from Bunbury inland on the land grant system." It had been said by some persons—and he was astonished to see it circulated in a little book recently published by the Commissioner of Crown Lands—that the policy of land grant railways had been adopted in this colony. He denied that entirely, and he thought he could deny it upon the authority of the majority of the members of that House, who, as a matter of fact, never approved of the policy of adopting that system. What they did

approve of was the construction of two railways on that principle; and certainly there were strong reasons at the time for their doing so. The colony was in a very depressed state, and it was necessary to give it a fillip; and hence it was that many hon. members who were opposed to the policy of land grant railways, himself amongst them, decided, as an experiment, to accept the proposals made to the Government by Mr. Hordern and by Mr. Waddington. But he denied entirely that, in doing that, they had adopted or approved of the principle of land grant railways as a question of public policy. That system had been under the consideration of the Governments of the other colonies, and none of them thought fit to adopt it, seeing the evils which occasionally attended in its train. One of his particular reasons for opposing the system himself was the same reason as he believed had actuated the other colonies, and other countries, in declining to have anything to do with it, and that was the great political power which these land grant railway syndicates would be in a position to exercise in the future. These syndicates would become so powerful, they would become such potent political forces in the southern portion of the colony, when separation took place—and they must look forward to a separation of the North from the South some day or other—that, with all the best land of the colony in their hands, they would be able to control the whole country and to influence the Legislature itself. They had seen this done in America, where these railway “rings” or syndicates controlled the House of Representatives, to the great disadvantage of the public interests. The result was that the public were obliged to pay such enormous freight rates on the railways that what the land produced was of very little value to them. In fact these railways, instead of being a boon and a blessing, became almost a political curse to the country. They were told last year of the immense benefits which these railway syndicates were going to do for this colony, in settling people on the land and causing thriving settlements to spring up all along the line. He should like to know how these syndicates were going to settle people on the land any more than we ourselves could settle them on

the land. If the land was fit for settlement, surely our own Government could get people to settle upon it as well as these syndicates could. The syndicates might bring out a number of immigrants, being compelled to do so under the terms of their contract, but he defied them to settle those immigrants on the land unless the newcomers chose themselves to stop there; and they would not do that unless the land was good enough for them to make a living out of it. Again, how were we going to ensure these railways being worked, if they were constructed, and the contractors got their land. We had had some experience this year as to what our railways cost us to work, even when constructed between the centres of population. We were told that on our main truck line we were losing upward of £40,000 a year, on a railway that was not 90 miles in length. What then would be the loss on a railway of three or four times that length, running through a thinly populated country? If their railways were going to cost these syndicates as much as our railways cost us to maintain and to work them—and he was not going to cast a reflection upon our Railway Department by hinting that our own lines were not maintained and worked on the most economical scale possible, consistent with efficiency and safety—if our main line cost us over £40,000 a year dead loss, what would be the result in the case of these other railways, which passed through a country that was not yet populated? He ventured to predict that if these lines were made at all, they would in a very few years be run at such a loss that they would be abandoned by the syndicates; and if it did not pay the syndicates to work them neither would it pay us to work them. Another of the very great disadvantages of these land grant railways was that such an immense quantity of land available for settlement had to be locked up for so many years, pending the completion of the contracts. On the lines already sanctioned the whole of the land that will eventually belong to the Government would be locked up for years; in fact the portion of the land within the belt of 40 miles on each side of the railway would be locked up for seven years—that being the time allowed the syndicates to complete their railways.

He understood that the inconvenience had already begun to be felt; young farmers at the Arthur River could not get a bit of land to settle upon, because it was all locked up for the Hordern railway. He thought that one of the proposals which were now made to the Government was a most impudent proposal. He alluded to that of certain Melbourne capitalists, who proposed to extend the Jarrahdale railway to the Albany road, eventually to be further extended to Moorumbyne, there to join the Hordern line. It had been said that these railway schemes advertised the colony. He thought they did, but they advertised it in a very bad way. He was asked by a very intelligent gentleman from the other colonies what kind of land it was that we were giving Mr. Hordern; he said we were giving him such a very large quantity that it raised a suspicion in the other colonies that our land must be very bad indeed. No doubt it would produce the same effect in England. He had very frequently heard it said in that House, especially by the hon. member for the Gascoyne, that we could raise any amount of money, having such a large quantity of land at our back; but, he would ask, where were we going to find our security in the future, if we gave all our good land away? He could not help thinking and saying that in his opinion—an opinion he had always entertained, though he had considered it expedient to depart from it last session, as regards two particular schemes—but he could not help saying that, in his opinion, the land grant principle was a bad principle to construct railways upon.

MR. MARMION said he intended to vote against the original motion, and, for the present, would rest satisfied in basing his opposition principally upon one ground, and that was this: granting—and he thought it would be granted as an acknowledged fact—that the colony desired that the two great railway schemes already contemplated shall be carried to a successful issue, he thought, until that question was settled, it would be most impolitic on our part to enter upon any further negotiations for the construction of a railway anywhere in the vicinity of the country where those two lines were to be undertaken. There had been some excuse for the House and the

Government in endeavoring to get those two lines undertaken, with the idea that, if successful, the value of the land in the neighborhood of the railway might be increased, and that the colony would in that way derive that benefit from the scheme that would enable it to construct other lines itself, by means of borrowed money. The fact of our putting two or three other land grant railways on the London market at present would have a tendency to interfere most materially with the success of the Hordern and Waddington schemes. With land, as with other things, supply might exceed the demand; and, for his own part, he was altogether opposed to any other land grant railways for the present, which he thought would be a very great and fatal mistake, if the House desired to see the accomplishment of the two important works already referred to. If not, then we could not do better than to accept these proposals, which would deal a death-blow to the other schemes, and we might give up all idea of their ever becoming accomplished facts.

THE ENGINEER-IN-CHIEF (Hon. J. A. Wright) said he had listened with a great deal of attention to what had been said in the course of this debate, and he had certainly not heard one single word of argument to alter his opinion as to the advisability of having this railway constructed on the land grant principle. It might be said, and it had been said, that he had only recently arrived in the colony, and that therefore he did not understand the requirements of the country. But he would just point out that this was not a question of Australian railways merely, but one of general principle. What had been the position of affairs in this colony up to the present? The hon. member Mr. Steere said that in entering upon these land grant railway schemes we were advertising the land of the colony as being of no value. Was not that true not only of the lands of this colony, but of the lands of every other colony, possessing no means of communication? Without means of communication all land situated any distance from the centres of population was absolutely valueless, and the object of railways was to convert the land into something that would be of real value. It was admitted on all hands that the two

great things which Western Australia wanted was capital and population, and the colony here had both these offered to it upon terms which it could not hope to obtain otherwise. Yet the offer was rejected. According to the estimate of the Board of Immigration, it would require £22,000 to bring 1,000 immigrants into the colony between this and the end of next year. Mr. Hordern undertook to bring 5,000 immigrants here, and these 5,000 immigrants represented an outlay of £110,000 upon immigration alone: [Mr. STEERE: He is to be paid £10 a head for all he introduces.] In land? [Mr. STEERE: Or in money, as he thinks proper.] Even then there was a clear gain to the colony of £12 per head. What he would point out as regards this Bunbury line was this: if it was not constructed on the land grant principle, the money that had been appropriated for the work (£40,000) was totally insufficient to carry the line into the interior, where it was required. That was clearly established by the witnesses examined before the select committee. Merely to spend this £40,000 upon it, just for the sake of spending it, would simply prove so much dead loss to the colony. It would be multiplying the losses which the colony was already sustaining in connection with its other lines. The hon. member Mr. Steere told them that the freight charges on American railways formed an argument in favor of rejecting land grant railways; but, so far as he (the speaker) was aware, there were only two railways in America that had been constructed on the land grant system, and they were in the far West. None of the railways which were being worked by "rings," in order to send up the rates of freight, were land grant railways. Just before coming out to this colony, he was speaking to the Consul General for the United States, who told him that if Western Australia was anything like the Western States of America, no railway system would prove so advantageous to the colony as land grant railways. As to the question of syndicates abandoning these railways after constructing them, surely that would be no hardship so far as the colony was concerned. We should have the railways and we should have the immigrants, and we could work the lines ourselves if we liked, or leave them

alone. He failed to see that a single argument had been adduced that evening that would hold water for a moment. Here was the very chance which we were all crying out for, of having capital and population introduced into the colony, and yet we refused it.

Mr. S. H. PARKER said that the hon. member Mr. Steere had stated that he had heard the hon. member for the Gascoyne often say that, with the land which the colony had at its back, it could borrow almost any amount of money, and that if we alienated this land we should have nothing to offer in the shape of security for any future loans. Surely the hon. member did not suppose that when the colony went into the money market, it did so with no other security than its land—so many million acres of unimproved land. The very object of constructing these railways was to enhance the value of this land; and, in enhancing the value of the land, we at the same time increased the value of the security which the colony would be in a position to offer when it required to borrow more money, for further improvements. As to these syndicates becoming a political power in the land, he must confess he could not see much value in that argument. Political power could not be wielded without having a large body of voters to work with, and a large body of voters presupposed a very large increase of population, which appeared to him to be one of the strongest arguments in favor of these schemes rather than otherwise. He had no fear himself of these political forces which seemed to fill the mind of the hon. member for Jayes with so much apprehension. The hon. member also said that, if the cost of working our present railways entailed so much loss to the colony, it would be impossible for these syndicates to work their lines except at a still greater loss. Was not that a good argument in favor of our placing the burden of working them upon these syndicates rather than upon the colony? Even if the worst came to the worst, and these railways were abandoned, the colony would not be placed in such a bad position, for it would have the railways built for it free of cost; and the Government could make such regulations as it liked for working them. There might be something in the argu-

ment about the land being locked up; but, considering that for the past fifty years the colonists had an opportunity of buying up this land and utilising it, and that they had not done so, he did not think there would be much hardship in locking it up for another seven years. After allowing the land to remain idle for over half a century, he did not think the fact of its being allowed to remain idle for another few years would be a great loss to anybody. The hon. member for Toodyay said he did not think it would be advisable to embark upon any other land grant schemes until the success of those we had already entered upon had been demonstrated. He did not know himself why we should come to the conclusion that the success of the Hordern scheme was not already assured. The promoter of it had paid £10,000 deposit as a proof of his *bona fides*, and had done everything to show that so far as he was concerned he was in downright earnest about the matter. Why then should it be gratuitously assumed that there was any doubt as to his carrying out the scheme? The hon. member for Fremantle said that if we wished to condemn these two schemes altogether, we must not put any more in the market. He failed to see the force of that argument. If the schemes were radically bad, it would be better for all concerned that they should be nipped in the bud; but, if the land grant system was a good system for a colony like this to adopt, he failed to see why any particular syndicate or syndicates should have a monopoly of it.

MR. BURGESS thought the resolution required some consideration. He had always approved of the principle of giving our land away in some way that it might become of real advantage to the colony; and he approved of the concessions which had been granted to Mr. Hordern and Mr. Waddington. He approved of the principle; but he thought, the country having entered upon these two large undertakings, they would be acting wisely in hesitating before granting any further concessions. They must not forget that the land which had been promised to Mr. Hordern and Mr. Waddington was for the most part in the Central District of the colony, and that we had only a very small quantity of good land in that district. Therefore,

he thought we should hesitate before alienating any more of it. The new Land Regulations proposed to raise the price of land to £1 per acre, and, if our land was of that value to any syndicate, it ought to be equally so to ourselves. If these proposals were for the construction of a railway in other parts of the colony, where they would be of service, and where there was a large quantity of land which we could not utilise, he would go with the principle which he had always approved of—that of disposing of our lands in return for railways. But seeing that these projects would involve the alienation of still more land in the Central District, he thought the House ought to be very cautious how it acted in the matter.

MR. MARMION said that the Engineer-in-Chief based his argument in favor of this Bunbury line being constructed on the land grant system instead of out of the loan money, because the £40,000 set apart for the work would only carry the line such a short distance that it would be of little or no advantage to anybody. That was an argument that would have been of some value if the intention was to let the railway remain there, and not attempt to carry it any further. But the intention was to extend the line into the Blackwood district. [The ENGINEER-IN-CHIEF: When?] As soon as they could afford it. When it was first proposed to construct a line of railway from Fremantle to Perth, the proposal was laughed at; but now they had the line extended as far as Beverley; and, if the glowing anticipations which were entertained with reference to the two land grant railways already sanctioned should be realised, there would be no difficulty whatever in the colony borrowing money to extend this Bunbury line. On the other hand, if these brilliant pictures of the future were not likely to be realised, we ought not to conjure up such phantoms, and it would be a plain proof that the system was a mistake.

MR. LOTON said he intended to support the amendment, and if it was intended to veto the construction of any further railways on the land grant system in any part of the colony at the present time, he should have gone with it. He noticed that one of those who

had made a further proposal was Mr. Hordern, who was the contractor for the Albany line; and he should like to see some practical results flowing from that contract—he should like to see the line actually commenced and the immigrants placed upon the land—before assenting to any further proposals from Mr. Hordern or anybody else. If the colony benefited to the extent it was hoped it would benefit from the two schemes already sanctioned, there would be no difficulty in our borrowing to extend this Bunbury line; and he thought scarcely anyone would say it would not be better for us to build our own railways if we were in a position to do so, than to have them constructed by these syndicates. We had already set aside 16,000 square miles of country between Albany and Beverley, and 20,000 or 24,000 miles between Guildford and Champion Bay; which, he thought, was quite enough for the present. The projector of the latter scheme had a very good thing before him, but he was very dilatory in raising the capital; and he (Mr. Loton) agreed with the hon. member, Mr. Steere, that these sort of advertisements were not the best advertisements that Western Australia could get.

THE COLONIAL SECRETARY (Hon. M. Fraser) said it appeared to him that the fear which many hon. members felt was that the construction of this railway on the land grant system by Mr Hordern might not, in the result, prove a success. But he would point out that at the present time the country was unoccupied, and likely to remain unoccupied, unless we had a railway going through it. As to the land being necessarily locked up for seven years, a reference to Mr. Hordern's contract would show different. The conditions of the contract were that the line shall be completed within seven years, and that it shall be commenced within two years. The selection of the land for placing immigrants upon it was to be made as each section of the line was constructed, and that portion of the country would be thrown open for settlement at once. The value of that land would be largely enhanced by reason of its contiguity to this railway. Although offered at 10s. an acre, for the last 56 years, this land had virtually been going abegging, and not a solitary purchaser

had come forward. Once this railway ran through it, this same land would find a ready market at five times that price. That was how he regarded this question. Apart from the absolute necessity of increasing the population of the colony, there was also this increase in the value of its freehold estate to be considered. It might be said that we had already done enough for our own generation, and that the rest might safely be left to posterity. But he did not see why, whilst we were here, we should not do the best we could for the present generation and also for posterity. There was nothing like having plenty of irons in the fire, so long as we did not have too many; and, although it was true we had already two projects on foot, one of which was pretty certain to be carried to a successful conclusion, and there was every reasonable ground for believing that the other would, he saw nothing to deter us from also going in for this further project, or to take that gloomy view of the matter which some hon. members seemed inclined to take. The money available for this Bunbury line out of the loan would not take it anywhere; but here we had an offer that would not only save the colony this £40,000, but also open up a large extent of valuable country. Why then should hon. members shrink from accepting such an offer. The proposal had his most cordial support.

MR. WITTENOOM said that hon. members had left very little for him to say on the subject; but, as he had added a rider to the select committee's report, he felt it his duty to say just one word in justification of it. The question came before the committee, as to the construction of this Bunbury line, in two ways—one was the land grant system and the other was out of loan; and the conclusion he came to was that it would be inadvisable to have it carried out on the land grant system, on the ground that we had no idea, or, at any rate, no practical proof, that anything was going to be done as regards the lines already sanctioned. He did not consider that what had been done so far by the promoters of those two lines was any evidence that the projects would be carried through. It was said that Mr. Hordern had deposited £10,000, and already spent some thou-

sands in surveys; but to a wealthy syndicate like this, or even to Mr. Hordern himself, this sum would be a mere fleabite; and until he saw some further practical proofs of the good faith of the undertaking—he did not mean to say that he had any doubt, any serious doubt but that it would be carried out, but it was far from being a certainty—and, until he had some further practical proofs of the scheme being likely to be carried to a successful issue, he did not intend to support any more land grant railway schemes. So far as he could see, everybody who had nothing else to do went running about getting up syndicates, and the colony was becoming quite a prey for these speculative gentry. Everybody who thought he had a little brains and who had plenty of assurance seemed to think that all they had to do was to come out to Western Australia, and offer to construct a railway, or start an ostrich farm, and his fortune was made. These sort of bargains might be very good things when the advantages to be derived from them were mutual, and when the terms suited both parties. But, for the present, he thought we had had enough of it.

MR. GRANT said he was a little more favorably disposed towards land grant railways than he used to be, but he was still of opinion that the system was only applicable to districts outside the centres of population and outside settlement, where the country could not of itself undertake such a scheme. It was a significant fact that there were only two land grant railways in the whole of the American states—the most progressive and enterprising country in the world. They might depend upon it that, if their American cousins had found there was any good in the system, it would have been more largely availed of. There was another objection to this land grant railway principle. All the best land of the colony would get into the hands of absentee proprietors, who would boss the whole colony.

MR. LAYMAN said it was very evident to him that we must have land grant railways or none at all. The best paying railway we had yet made cost us £40,000 a year to work it; and the question resolved itself into this—was it advisable to have railways at all in a

country like this, where they would not pay their working expenses in the most favored localities? The present proposal, however, was a very small one indeed compared to what the House had already agreed to; and, although he was decidedly averse to the land grant system on a large scale, he thought as the House had already sanctioned the principle they might agree to a little project like this.

MR. VENN thought the subject had been pretty well threshed out, both in select committee and in the House. With regard to the line from Bunbury to Eticup, the Commissioner of Railways, who spoke very strongly on the point, seemed to consider the terms offered were very advantageous terms to the colony. He could not see it. By the time these negotiations came to a head the upset price of land in this colony would probably be £1 an acre, and we were asked to give 12,000 acres for every mile of railway constructed. Now he ventured to think that were we to construct our own railway we could build double if not treble the length of line for the same money. He was an advocate for land grant railways up to a certain point, and he thought we had reached that point; and, until he saw what the practical result of the lines already sanctioned will be, he would not give his consent to another yard of land being alienated for such purposes.

MR. PEARSE said he was in favor of constructing railways on the land grant principle himself, but he thought it would be wise to wait until we saw the result of the two undertakings we had already embarked upon. For that reason, he intended to support the amendment.

MR. BROWN felt that nothing he could add to the discussion would alter the views entertained by hon. members; but some of the remarks that had fallen in the course of the debate rendered it desirable he should say a word or two. It would be impossible, in the course of an hour or two, to give all the reasons in favor of constructing railways on the land grant system; therefore he should not attempt to do so. But, he must say, he most fully agreed with the views expressed by the Engineer-in-Chief, by the Colonial Secretary, and by the hon. member for Perth. The hon. member Mr. Steere said that if they consented to

the construction of this railway on the land grant system, it would be an advertisement to the outside world that we did not think our lands were worth much. He disagreed with the hon. member entirely. The outside world we should go to would know at any rate a little about Western Australia before they attempted to construct a railway in it. They would see that our population was a mere handful—some 32,000, all told—and that at present we had borrowed a pretty large sum for that number, —in round numbers about a million and a-half; and that we had exhausted for the present our ability to raise more money, and that we were too poor to construct railways for ourselves. They would also see that we had an enormous quantity of land, which we were prepared to offer in return for railways. That was the view, he thought, the outside world would take of it. What did the outside world think of the lands offered in America in return for the railways constructed there? If they thought that the land was being given away, because it was valueless, had it not been shown since, that, so far from being worth nothing, the land was exceedingly valuable? He only hoped and trusted that the lands of Western Australia, when brought into communication with its seaports by means of railways, would be found to be worth a great deal. But what was it worth now—a great deal of it—with no means of communication? What had this land been worth to the colony during the past 50 years? Practically nothing, little or nothing. It appeared to him that the hon. member Mr. Steere, and other hon. members who agreed with him, were not only opposed to land grant railways but to railway communication altogether. [SEVERAL HON. MEMBERS: No, no.] It appeared so from their arguments. They had referred to the Eastern Railway and pointed out what we were losing by that line, and they asked were we going to repeat this costly experiment, were we going to commit the same fatal mistake, elsewhere? That was the whole tenor of their speeches. ("No, no.") They said they were not prepared to dispose of the land of the colony in return for railways, but they were prepared to sell it for cash; yet, it now appeared, they

were in favor of railways if they could get the cash to build them. If they were prepared to sell the land for cash, why not sell it for what would be as good as cash for us? He submitted that no colony was fit for occupation by a civilised race, which, in its best portions, would not support railways; and he thought it behoved us to see that we had a network of railways through the best portions of this colony. This he knew—if Western Australia failed to advance with the aid of railways, she must inevitably fail to succeed without them.

The amendment submitted by Mr. STEERE was then put, and carried upon a division, the numbers being—

Ayes	14
Noes	6

Majority for 8

AYES.	NOES.
Mr. Brockman	Hon. M. Fraser
Mr. Burges	Mr. Brown
Mr. Grant	Mr. Burt
Mr. Harper	Mr. Layman
Sir L. S. Leake	Mr. Parker
Mr. Lorton	Hon. J. A. Wright (Teller.)
Mr. Marmion	
Mr. McRae	
Mr. Pearce	
Mr. Randell	
Mr. Shenton	
Mr. Venn	
Mr. Wittenoom	
Mr. Steere (Teller.)	

The original motion was therefore rejected.

MR. STEERE—referring to paragraph (d) of His Excellency's Message (relating to a proposal made by Mr. Neil McNeil for the construction of the Jarrahdale Railway on the land grant system)—moved that it was not desirable to entertain the proposal. The hon. member said this was the proposal he characterised as an impudent proposal. It was put forward by a syndicate of Melbourne capitalists who offered to extend their railway, in the first place, to the 47-mile, on the Albany Road, and eventually to connect it with Mr. Hordern's line at Moorumbene. They asked for 12,000 acres of land for every mile of railway constructed, this land to be taken out of the belt of country reserved for Mr. Hordern,—that was to say, after Mr. Hordern had had his pick, these Jarrahdale gentlemen were to come in and have the next pick. He would leave it to the House to imagine what would be left for the Gov-

ernment. In twenty-one years time, the company proposed that the Government should take over the railway, and—having already paid for it in land—give the company £2,000 per mile for it, and £7,500 for their jetty and landing at Rockingham, when they had cut all the timber in that locality. They did not say this themselves, but that was the intention, no doubt. When they had cut all the timber within reach of the line—and they gave themselves twenty-one years to do so—and the line had become of no use whatever so far as the timber traffic was concerned, they magnanimously offered to let the Government have the line by paying £2,000 per mile for it, after already paying the company for building it. If that was not an impudent proposal to make to any sensible lot of men like the members of that House, he never heard of one.

MR. S. H. PARKER: Is it a condition of the contract that the Government shall take over the railway at the end of twenty-one years, or is it merely optional?

THE COLONIAL SECRETARY (Hon. M. Fraser): Merely optional.

MR. BROWN said the terms of the proposal were somewhat ambiguous upon that point. He had seen Mr. McNeil on the subject, and knew pretty well what was intended. This question of the extension of the Jarrahdale Railway was considered by that House some few years ago, and it was very favorably received by the House, and by the hon. member Mr. Steere himself then. This was before the great Mr. Hordern came on the scene. The Government also was in favor of the proposal at that time, but the House came to the conclusion that it was not in possession of sufficient information as to details to enable it to deal with the question then. A strong desire, however, was expressed that the Government should collect all the necessary statistics during the recess, and come prepared with full information on the subject at the next session. But, as often was the case in those days, he presumed the Government having read the resolution of the House, took no more notice of it, and the opportunity was lost; for Mr. Casey, who came over to negotiate the matter, had given up the proposal in disgust. Since then we had agreed to extend our own railway to

Beverley, and perhaps to Northam and Newcastle, and also arranged with Mr. Hordern for the construction of a line from Albany to Beverley, thus providing railway communication for those parts of the colony. There was still one link required to complete the chain, and an offer was now before them to furnish that link, so as to give the same advantages to the settlers between Jarrahdale and Moorumbyne. He thought it was the duty of the Legislature to deal with the settlers alike, and endeavor to benefit the whole colony. Mr. McNeil had shown him a petition, signed, he believed, by every settler, or at any rate by a very large number of settlers, residing in the neighborhood of Wandering, the Williams, and Moorumbyne, praying the Government to favorably consider this proposal to construct a railway on the land grant system; and he thought the petitioners showed their wisdom in doing so, for it was quite impossible for these people, who were living upon what was admitted to be good land—or it would be impossible for them when the Eastern Railway was completed to Beverley—to compete with other settlers, in the produce market, unless they had some improved means of communication. As the proposal only involved exchanging land for a railway, he thought it was the duty of the House to accede at the present time to what appeared to him to be a very reasonable proposal indeed. One feature of the scheme was that the syndicate offered to take their land within the belt of country rejected by Mr. Hordern. He understood they were prepared to take the land along the line, but it appeared that about nine-tenths of the line would run through land which had already been reserved for Mr. Hordern's syndicate, and they were content to take Mr. Hordern's refuse. When the question of extending this Jarrahdale railway was before the House some years ago, it was proposed as one condition of the scheme that the Jarrahdale Timber Co., who were the projectors of the scheme, should sell their present line running to Rockingham, if the Government chose to buy it; and, when speaking on the subject the other day to Mr. McNeil, he mentioned that to him: and it was in consequence of that, that this proposal was made as to giving the Government the option of

purchasing the line hereafter. He knew that the intention of the syndicate was merely to give the Government the option of purchasing, and not to make it compulsory upon them to do so. He could not help thinking that if the Government had such terms offered to it in respect of the Beverley line it would be a good thing for Western Australia. He knew he should be defeated, but he was quite satisfied in his own mind that it would be a great mistake to reject the present offer. They were dealing with people who had a large interest in the colony, and this proposal, if carried out, must confer a great benefit upon a considerable number of the population who were now fighting against many difficulties and disadvantages.

MR. LAYMAN said there was one thing in favor of the scheme, and that was this: if Sir John Coode should condemn Fremantle as a harbor, we should have a line of railway, ready made, running to what would then be the principal port of the colony—Rockingham.

MR. LOTON thought, if the hon. member for the Gascoyne had made out a case at all, he had made out a case showing why the House should not agree to this proposal. The Government had already constructed or pretty nearly constructed a railway to Moorumbyne—at any rate, within about 30 miles of it—and there was a large amount of good agricultural land intervening; and, if the House consented to the present proposal, we should simply be constructing a railway in opposition to our own.

MR. HARPER said, as the hon. member for the Gascoyne had spoken, apparently, in the name of Mr. McNeil, the promoter of this scheme, he should like to ask him whether the company were aware of the terms upon which this land was reserved for Mr. Hordern—that it was locked up for a period of seven years.

MR. BROWN: They are aware of it.

MR. WITTENOOM thought the House had already given away quite enough land in the shape of concessions to timber companies. Tremendous concessions had been made to some of these companies, and in the case of one of them, Mr. M. C. Davies, he thought the concessions made were simply iniquitous.

The committee divided upon Mr. STEERE's motion, with the following result—

Ayes	14
Noes	5

Majority for	...	9
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AYES.

Mr. Brockman
Mr. Burges
Mr. Crowther
Mr. Grant
Mr. Harper
Sir L. S. Leake
Mr. Loton
Mr. Marmion
Mr. McRae
Mr. Randell
Mr. Shenton
Mr. Venn
Mr. Wittenoom
Mr. Steere (Teller.)

NOES.

Hon. M. Fraser
Mr. Brown
Mr. Burt
Mr. Parker
Hon. J. A. Wright
(Teller.)

The motion was therefore carried.

THE COLONIAL SECRETARY (Hon. M. Fraser), referring to paragraph (e) of His Excellency's message, moved the following resolution: "That in the opinion of this House it is desirable to accept Messrs. Stone and Burt's proposal (on behalf of an English syndicate) to construct a line of railway from Esperance Bay to Hampton Plains, on the land grant system." Hon. members must be aware of the position of Esperance Bay and the Hampton Plains, and that this proposal did not in any way come in contact with any of the other railway schemes. The Hampton Plains were known to embrace a vast extent of good country, if water should be discovered; but at present it was deserted, and would remain so for the next half century, if the hon. members of that House, in this as in the other proposals that had been before them, followed the hon. member, Mr. Steere, like so many sheep. This was a portion of the colony that only required a railway to be built from the coast inland, to make it one of the best pastoral districts in Australia. He had himself entertained that opinion of the country for years; and those who had visited these Plains were satisfied that, providing water be found—and he was of opinion that it might be found—their capabilities were almost boundless for pastoral purposes. A railway opening up such a country, from the coast to the interior, would be one of the grandest works which this colony could enter upon, for eventually the line might be connected with the Eastern Railway at York. He did hope hon. members in this instance

would shake off that sheepishness which had characterised their actions that evening in connection with the other schemes submitted to them, and show a little independence. Although in the divisions that had taken place that evening he had found himself in a minority, he yet hoped that the day would come, when, dealing with a more enlightened Legislature, he should find himself in a majority, when dealing with these same questions.

MR. VENN said he was one of the sheep referred to in such complimentary terms by the leader of the Government, and he noticed that the sheep in this instance were gentlemen who represented the largest extent of freehold land in the colony, and who must have the welfare of the colony at heart, and the largest interest at stake. He must take exception to the remarks of the Colonial Secretary in this matter. The hon. gentleman seemed to insinuate that those hon. members who had followed Mr. Steere's lead had done so simply because he was Mr. Steere. [THE COLONIAL SECRETARY: I did not say so.] The hon. gentleman, if he did not say so in so many words, said something very much to the same effect. [THE COLONIAL SECRETARY: Not at all.] The hon. gentleman said they had followed Mr. Steere like a lot of sheep, without reason or intelligence, but simply on the sheepish principle of "follow my leader." As to the project now before the committee, if the proposal had been to connect Eucla with our present railway system, and with the railway system of South Australia, he should have been glad to support it; but he could not support this proposal. He must certainly take exception again to the tone of the Colonial Secretary's remarks, and hoped they would not be repeated in that House.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the expression he had made use of was made use of in a Pickwickian sense. When he said that hon. members had followed Mr. Steere, he meant that they had adhered to Mr. Steere's resolutions, and, in that sense, it could not be denied that they had followed Mr. Steere.

MR. LOTON said with regard to following sheep, so long as the sheep were clean sheep he had no objection to following them; but, if they were scabby, he had

a decided objection to following them, and he thought that the sheep they had followed that evening were clean sheep. He should have liked to have heard something about the population of this part of our territory, where it was proposed to have this railway, and whether the land was fit for agriculture, or was merely a vast sheep-walk. He did not think hon. members would be inclined to vote for railways on the land grant system, or any other system, simply for the sake of serving the pastoral interest alone. The traffic on such a line must necessarily be very limited indeed—a few bales of wool, during the season—as the country could never sustain a large population.

MR. STEERE moved, as an amendment, "That, in the opinion of this House, 'it is not desirable to accept the proposals made by Messrs. Stone and Burt for the construction of a railway on the land grant system from Esperance Bay to the Hampton Plains.'" He did not know whether the Colonial Secretary thought he was going to get this proposal accepted by the forcible way in which the hon. gentleman had spoken. He certainly did not think the hon. gentleman ought to have spoken of those who had supported him (Mr. Steere) in the way he did speak. He was sure that hon. members would not have followed him unless they regarded the resolutions he had submitted as proper resolutions to support. He thought that, perhaps, of all the proposals that had been brought before them that evening this was the most speculative one, and the most visionary one. It really seemed to him that gentlemen came out here from England, with so many proposals in their pocket, and, having ascertained the views of one or two hon. members of that House, they framed their proposals accordingly. He really thought, if they sat there much longer, they would find the Colonial Secretary submitting a proposal to construct a railway from Western Australia to the moon.

THE ENGINEER-IN-CHIEF (Hon. J. A. Wright) thought that a better simile to apply to the action of the majority of hon. members in dealing with these proposals than that of sheep following a bell-wether was that of the dog-in-the-manger. He really could not understand the policy of these hon. members. One minute they

cried out for population, and for capital, and for public works, to make the colony go ahead, and the next minute, when a proposal was made that would bring in population and capital, they turned their backs upon it, and would have nothing to do with it. If men choose to come here with capital of their own, and wished to invest that capital in opening up country that was of no use to anybody at present, it was their own look-out if their investments and their enterprise did not pay.

MR. MARMION said his objection was not to the expenditure of capital in opening up new country, but to projects of this kind being put forward when there was no real intention on the part of those projecting them to carry them out, but simply to try and make money out of them, hawking their concessions about.

MR. BURGESS said that, carrying out the principle which he had already enunciated—the proposal having reference to a part of the colony which was not likely ever to be opened up otherwise—he intended to support this scheme. No one at present knew what the capabilities of this country might be, but a railway would very soon solve the question; and, if these gentlemen were prepared to expend their money in building a railway to a place where it was known there was no population, they simply took upon themselves a risk which we ourselves were not prepared to take. He was afraid that in this instance he would be regarded as a black sheep, in deserting the flock which he had followed before.

MR. BURT said he had offered no remark as yet with regard to these schemes, and he intended to say very little now, except to remove what might be a wrong impression on the mind of some members of the committee. This particular scheme was put forward, apparently, by the firm to which he belonged, but he should like hon. members to understand that of course the proposal was not the proposal of the firm which he represented, but a proposal emanating from a wealthy syndicate in England; and Stone and Burt were in no way concerned in the scheme, beyond acting as the attorneys of the syndicate. At the same time, he might say that he viewed this scheme in a somewhat different light from the other schemes which the committee had been discussing. Here

was a portion of the colony which they might be satisfied will never be colonised unless they had a railway made through it; and what prospect was there of the colony itself building this railway? The question had been asked, what the population of the district was. *Nil*; and likely to be *nil*, until water was discovered and means of communication provided. Should it turn out that water could not be discovered, and that this railway was constructed through territory that was useless, it was the syndicate who would have to bear the loss and not the colony. Was the Government, or was that House, prepared in this instance to raise a loan for building a railway to open up this territory? He said, no; they had plenty on their hands already for the next quarter of a century, in other directions. It appeared to him that the only disadvantage which the colony was likely to suffer from this scheme, if approved, not being carried out, was that it would pocket the deposit money.

MR. MARMION said the scheme was not a scheme, but the skeleton of one, and nothing more. Nothing was known of the country itself, nor did they know what the designs of the promoters were, nor the route which this railway, if ever constructed, was intended to take. It was simply a rough idea that had struck somebody or the other, and forthwith they were asked to give their sanction to it, and to the alienation of millions upon millions of acres of land. Under the circumstances, he could not do anything but oppose it.

MR. BROWN said it appeared that the land in this part of the colony was, in the opinion of some hon. members, too good to give away for railways, and now they found that the land at the other end of the colony was not good enough for a railway. He hoped they might some day or the other succeed in hitting the happy medium.

MR. BURT pointed out that the terms mentioned in the proposal were precisely the same as those already conceded to Mr. Hordern. It was therefore idle to say that they knew nothing of the intentions of the promoters.

MR. HARPER thought it would have been better if the promoters had been a little more definite in informing them what they really intended doing, and

where they proposed building this railway. The country for a distance of about ninety miles from Esperance Bay was nothing but a dense thicket: there was very fair land to be met with afterwards, but it was all waterless, and the rainfall was so slight that it would be impossible to carry on agricultural operations.

The amendment submitted by Mr. STEERE was then put, and, upon a division, the numbers were—

Ayes 10

Noes 7

Majority for ... 3

AYES.

Mr. Brockman
Mr. Grant
Mr. Harper
Mr. Loton
Mr. Marmion
Mr. Randell
Mr. Shenton
Mr. Venn
Mr. Wittenoom
Mr. Steere (Teller.)

NOES.

Hon. J. A. Wright
Mr. Brown
Mr. Burgess
Mr. Burt
Mr. Crowther
Mr. Parker
Hon. M. Fraser (Teller.)

The original motion was consequently rejected.

Progress was then reported, and leave given to sit again.

CUSTOMS ORDINANCE, 1860, AMENDMENT BILL.

THE COLONIAL SECRETARY (Hon. M. Fraser), in moving the second reading of this bill, said the necessity for it had arisen from the fact that difficulties had been placed in the way of the coastal mail steamers loading and unloading at the outports on Sundays and holidays. The House last session passed a bill that was intended to meet the object now in view, but it failed to do so because it was only made to apply to vessels and steamers coming inward, from foreign ports. The present bill was brought in to remedy that defect, and to remove the disabilities under which the coastal mail steamers labored, when calling at the outports, and more especially at our northern ports. No one wished to see the Sabbath desecrated, but on the contrary; on the other hand, these contract steamers were tied to time, and they must of necessity have occasion to call at some ports on Sundays and holidays; and the sole object of the bill was to enable them to load and unload when they had occasion to do so, on the voyage, up or down.

The motion was agreed to, without discussion.

SCAB BILL, 1885.

MR. BURT, in moving the second reading of this bill, said it would be in the recollection of the House that a select committee sat to inquire into the working of the present Scab Act, and to report as to what amendments they considered desirable. The report of the committee was now on the table, and had probably been looked at by some hon. members, who were interested in the subject. The committee presented with their report a draft bill, the second reading of which he now moved, and he might say, shortly, that the amendments made in the principal Act were those which were indicated in the report of the committee. It was considered more advisable to repeal the old Act and re-enact it with the amendments of the committee, rather than have two Acts; consequently, although the bill appeared to be a large bill, the amendments would be found in a very few sections of it. The leading features of these amendments would be found in the report, and it would be seen that an endeavor was made to make the Act more stringent than at present. Among other things the bill provided that the dipping of infected sheep should be conducted, when practicable, under the immediate superintendence of an inspector, instead of sheepowners being left at liberty, as at present, to dip their flocks without supervision. One of the main objects of the bill was to prevent the introduction and spread of scab among the flocks in the northern districts of the colony, and, in order to ensure this, it was proposed to extend the powers of the inspectors and to make the provisions of the present law more stringent. The question of dipping all sheep travelling to the northern districts, before leaving the Champion Bay district, had received the serious attention of the committee; but—without the establishment of a large dip, where all sheep might be dipped at Government expense—the committee had been unable to devise any means to carry out that suggestion, and the idea of a general dip at public expense was abandoned. In lieu of this, the bill provided for the compulsory destruction of all travelling

sheep, upon scab appearing among them. The owner of any land upon whose run the sheep happened to be at the time would, if he had occasion to suspect them, have power to detain them, and have them inspected; and, if it was found that they were infected, they would be destroyed. As this would be done in the interests of the public, the committee considered that the owner of the sheep so destroyed should be partly indemnified for his losses, out of public funds, to the extent of half the value of the sheep destroyed,—such proportion not to exceed 5s. per head. It was considered that if the owners of sheep were to receive the full value, it might be an encouragement (rather than otherwise) to some owners to neglect their sheep, and to allow the infection to spread. With these few observations, he begged to move the second reading of the bill.

The motion was agreed to, *sub silentio*.

GUN LICENSE BILL.

On the order of the day for the third reading of this bill,

MR. BURT moved that the bill be re-committed.

Agreed to.

IN COMMITTEE.

MR. BURT moved several verbal amendments in the earlier clauses of the bill, so as to bring them into harmony with the amendments introduced in the latter portion of the bill, when in committee upon it the other day. (*Vide* "Votes and proceedings," p. 148.)

The amendments were agreed to without discussion.

MR. BROCKMAN also moved an amendment in Clause 7, to insert after the word "vermin," in the second subsection, the words "or of firing at a mark or target." The object of the amendment, he said, was to exclude gentlemen who simply used guns for the purpose of firing at a mark or target in their own grounds, from being subjected to a penalty under the Act.

MR. BURT said he should have thought that gentlemen who were in the habit of doing that were just the sort of men who would take out a license. If they didn't, they ought to. These gentlemen when firing at targets might shoot passers-by, and their amusements become

a source of danger to the public. All a man would have to do to entitle him to carry and to use a gun was to pay 5s. for a license.

MR. LOTON said that occupiers of land were allowed to use guns for the purpose of scaring or of killing birds and vermin, and, in doing so, they would be just as likely to shoot passers-by as if they were firing at a target.

The amendment was agreed to.

Bill reported.

MUNICIPAL INSTITUTIONS ACT AMENDMENT BILL.

On the order of the day for the third reading of this bill,

MR. RANDELL moved that the order of the day be discharged and the bill re-committed.

Agreed to.

MR. WITTENOOM said that when the House was in committee on the bill the other day he moved two new clauses, limiting the application of the bill to the municipalities of Perth and Fremantle, and, before doing so, he consulted the hon. member in charge of the bill, who made no objection whatever to the new clauses. During his absence the other evening, when these clauses were put to the committee, the hon. member in charge of the bill told the committee that they were not required, and the result was that they were not inserted in the bill. He (Mr. Wittenoom) now wished to have them introduced.

MR. RANDELL said there were only two clauses now left in the bill—as he pointed out at the time—which affected any other municipalities except Perth and Fremantle, and those two clauses only extended the hours of polling; and he had understood that the hon. member did not place much importance upon his new clauses.

THE ATTORNEY GENERAL (Hon. A. P. Hensman) said he was very much inclined to agree that the bill in its present form could not possibly do any harm to any other municipality; on the contrary, if anything, it must prove of some benefit to voters: and, as the bill was to be read with the other Municipalities Act already in existence, and was not likely to last long, he thought it was hardly worth while introducing two new clauses to say

that the bill shall only apply to two Municipalities. The bill was a permissive bill in all respects, except as to the hours of polling, and the drippings from the roofs of houses being declared a nuisance. With regard to clause 11, however, he still thought it would be better to leave it out. The clause referred to the individual liabilities of Mayors and members of Town Councils, but, as he had before pointed out, it was only in their corporate capacity that they were liable, and it was only the property of the corporation that would be liable to be seized. If the Council was acting in its lawful capacity, as a corporation, no one would think of interfering with the body of the Mayor or of any of his councillors; and, as to indemnification, nothing was said as to who was to indemnify him. He could not see the object of the clause. If Mayors and councillors had been liable to all these penalties before, it was strange that no one had discovered them. The clause went to the very root of the liability of a corporation, and, as it was admitted that it had not been very carefully worded, he would move that it be struck out.

MR. RANDALL said he was quite willing to accept the suggestion: the clause perhaps was not of much importance. He did not suppose that any Mayor in the execution of his lawful duty was likely to be subjected to any very serious penalties. The clause was in the South Australian Act, and the Fremantle Municipal Council most emphatically approved of it. But he had no wish to press it.

The clause was then struck out.

MR. WITTENOOM said that after the explanation given by the Attorney General as to the operation of the bill, he would not press for the introduction of his own new clauses.

Bill reported.

The House adjourned at a quarter past one o'clock, a.m.

LEGISLATIVE COUNCIL,

Thursday, 17th September, 1885.

Federal Council (Adopting) Bill: first reading—Loan Act, 1884, Amendment (Re-appropriation) Bill—Election of Finance Committee—Mr. Waddington and his Railway Scheme—Church of England Collegiate School Bill: in committee—Public Works Loan Schedule, etc. (Messages Nos. 11 and 23): further consideration of—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

FEDERAL COUNCIL (ADOPTING) BILL.

THE COLONIAL SECRETARY (Hon. M. Fraser), with leave, without notice, moved the first reading of a Bill to bring into operation, in respect of the colony of Western Australia, an Act of the Imperial Parliament, entitled an "An Act to constitute a Federal Council of Australasia."

Motion agreed to.

Bill read a first time.

LOAN ACT, 1884, AMENDMENT (RE-APPROPRIATION) BILL.

THE COLONIAL SECRETARY (Hon. M. Fraser) moved, with leave, without notice, the first reading of a Bill for the re-appropriation of certain moneys appropriated for the purposes of a Telegraph from Roebourne to Derby, and for certain miscellaneous purposes.

Motion agreed to.

Bill read a first time.

ELECTION OF FINANCE COMMITTEE.

THE COLONIAL SECRETARY (Hon. M. Fraser) moved, in accordance with notice, for the election by ballot of four unofficial members of the House to form the Committee required under the 16th section of "The Audit Act, 1881."

Hon. members having delivered to the Clerk the list of members to serve on this Committee,

THE CLERK reported to Mr. Speaker that the following members had received the greatest number of votes,—Mr. Marmion, Mr. Shenton, Mr. Burt, and Mr. Parker.

MR. WADDINGTON AND HIS RAILWAY SCHEME.

MR. STEERE, in accordance with notice, moved, "That an humble ad-