

LEGISLATIVE COUNCIL,

Friday, 21st June, 1878.

Government Revenue Vessel—Vendor and Purchaser Bill, 1878: third reading—Wines, Beer, and Spirit Sale Act, 1872, Amendment Bill, 1878: third reading—Trespass Act, 1872, Amendment Bill, 1878: third reading—Vaccination Bill, 1878: further considered in committee—Message No. 1 (Eastern Railway): further considered in committee—Adjournment.

THE SPEAKER took the Chair at 7 o'clock p.m.

PRAYERS.

GOVERNMENT REVENUE VESSEL.

MR. MARMION, in accordance with notice, asked the Colonial Secretary to lay upon the Table of the House a return showing the original cost of the Government Revenue Vessel and her outfit when she left Fremantle for the North-West; the monthly expenditure for wages of such vessel since that time; also, the amount expended for provisions, outfit, and contingencies, since her departure from Fremantle up to the latest returns in the possession of the Government.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) said the return asked for would be laid on the Table as soon as it was prepared. He was very glad the hon. member had moved for it, inasmuch as it would enable the House, in conjunction with the Government, to ascertain how the expenditure in connection with this vessel could be cut down.

VENDOR AND PURCHASER BILL, 1878.

Read a third time and passed.

WINES, BEER, AND SPIRIT SALE ACT, 1872, AMENDMENT BILL, 1878.

On the Order of the Day for the third reading of this Bill being read,

MR. BROCKMAN moved, as an amendment, that it be recommitted.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) said he would certainly oppose the amendment unless the hon. member assigned some reason for the course which he proposed to adopt with reference to the Bill.

MR. BROCKMAN remaining silent,

THE SPEAKER put the question that the Bill be read a third time, which was agreed to *nem. con.*

TRESPASS ACT, 1872, AMENDMENT BILL, 1878.

Read a third time and passed.

VACCINATION BILL, 1878.

IN COMMITTEE.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) said the further consideration of this Bill had been postponed the other day in order that an opportunity be afforded to consider some suggestions which had been thrown out by the hon. member for Geraldton, with reference to the expediency of making some provision for the re-vaccination of adults, and with reference to ensuring the purity of the vaccine lymph made use of. With regard to the re-vaccination of adults, the Government did not propose—nor was he aware that the hon. member himself proposed—to render it compulsory. [Mr. BROWN: Hear, hear.] He thought the matter might be met under the third clause of the Bill, which empowered the Governor to make such rules and orders as he might deem fit for carrying out the provisions of the Bill, and for the proper performance of the duties of the several officers appointed, and for the payment of those officers. With reference to the other suggestion of the hon. member, that some provision should be made to ensure that none but pure lymph shall be used for the purposes of vaccination, this was undoubtedly a most important question. One of the great objections which the opponents of vaccination put forward against the practice was the danger attendant upon the use of impure lymph, and he could quite understand a parent shrinking from having a child vaccinated with lymph taken from an infant subject to epileptic or cataleptic or any other such form of disease. But he thought it would be almost impossible to deal with this question in the Bill. All he could say was that the Bill made provision for the appointment of a Superintendent of Vaccination, and it would be that officer's special duty to take measures for the regular supply of pure vaccine virus.

MR. BROWN was glad to find that his suggestions had received the attention of the Government, and, as regarded the supply of pure lymph, possibly the provisions already made in the Bill were as

cautious as could be expected in a measure of this kind, but as to the payment of the vaccination officers for performing the operation on adults he was afraid the provisions of the third clause would not enable the Governor to provide for the payment of the officers appointed for the re-vaccination of adults. He might be wrong in this impression, but it appeared to him that the clause referred to only empowered the Governor to make provisions for the payment of officers appointed to perform the duties prescribed by the Act, and the re-vaccination of adults was not one of the duties so prescribed. As to rendering the re-vaccination of adults compulsory, though he was not prepared to go to that extent here, it was a noteworthy fact that—as he was informed, on good authority—in the State of Denmark, where the vaccination of adults was compulsory, that country was freer from the ravages of small pox than any country in the world. In England, though it was not absolutely compulsory, every encouragement and inducement were offered by the State to ensure the re-vaccination of adults, and a much larger fee was allowed the public vaccinators for operating upon an adult than upon a child. If the hon. the Attorney General concurred with him in the view he took of this matter, perhaps he would not object to the introduction of a short clause to show that the re-vaccination of adults was one of the objects contemplated by the Legislature in framing the Bill.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) said he had no objection at all to progress being reported, with a view to introduce such a clause, though he failed to see the necessity for it. He admitted the Bill was not drafted with any intention of making provision for payment for re-vaccinating adults; at the same time, when he came to look at the provisions of the third section, they appeared to him sufficiently wide to embrace that object. It might however be worthy of consideration whether it would not be advisable, as suggested by the hon. member, to affirm the principle of re-vaccination on the face of the Bill, in order that the public might see that the Legislature attached some importance to it.

Mr. BROWN thought it was very desirable that this should be done, and, to that end, he would now move that progress be reported, and leave given to the Committee to sit again for the further consideration of the subject.

Progress reported, and leave given to sit again on Monday, 24th June.

MESSAGE No. 1—EASTERN RAILWAY.

IN COMMITTEE.

Mr. BROWN resumed the debate on His Excellency's message, and said that he understood the Government was prepared to make some proposition to the House with reference to the question at issue. He would therefore withhold any further remarks he might have to offer with reference to the message under consideration, until the Government had had an opportunity of making a statement to the House.

THE COMMISSIONER OF CROWN LANDS (Hon. M. Fraser) thanked the hon. member for his courtesy in waiving his right to address the Committee, in order that the Government might be allowed to make a communication to the House with reference to the question under discussion. Hon. members would recollect that in the course of his remarks the other night he had drawn attention to the fact that the Government in its action with reference to this railway question had neither been actuated by prejudice or bias, in favor of one route more than another. In order that the House might be made sensibly alive to the desire of His Excellency to bring forward such a measure as would, in his opinion, not only tend to meet the requirements of the country—always bearing in mind the proposed extension of the Railway to the Eastern districts—but also, so far as practicable, to meet the wishes of those who believed that, relatively speaking, the southern line possessed superior advantages to that on the north; and, having ascertained that the majority of hon. members in that House shared in that opinion, His Excellency proposed, with the concurrence of the Council, to ascertain at once, by telegraphing to the Secretary of State for the Colonies, whether, in the event of the southern route being decided upon by the House, and means being found

for securing a central station in Perth, in immediate proximity to the business portion of the city, the Secretary of State would offer any objection to the line being carried on the south side, upon the plans already submitted to the home authorities. If the House was of opinion that the matter was one of such importance as to render the adoption of this course desirable, His Excellency was prepared to communicate at once with the Secretary of State by telegraph.

MR. BROWN was sure every hon. member must have listened with extreme satisfaction to this ministerial statement, which showed the desire and anxiety of the Government, so far as in their power, to meet the wishes of that House and of the people. He did not think His Excellency could have done more than he had offered to do in this matter, and if the reply of the Secretary of State should—as he earnestly hoped it would—prove favorable, the House would then be in a position to deal with the rival routes on their merits, instead of one of them being handicapped as it was at present. The probability was that a reply to His Excellency's telegram would be received in the course of four or five days, and if the reply was to the effect that, before His Excellency can sanction the construction of the line on the southern side there must be a further reference home of the whole subject, they all knew what they must do:—they must simply accept the northern route. If, on the other hand, the Secretary of State empowered the Governor to deal with the southern route on the same terms as His Excellency is now empowered to deal with the line on the north, then the House would be in a fair position to determine the question of route.

MR. MARMION, as one of those who had spoken the other evening, and spoken rather warmly, would simply say, for himself, that as the representative of one of the largest constituencies in the Colony, he had felt truly gratified in listening to the statement made to the House by the Commissioner of Crown Lands, and he fully recognised and appreciated the spirit which had prompted His Excellency thus to meet the wishes of the representatives of the people. He was very pleased indeed to find that

the Government were prepared to reciprocate the conciliatory spirit manifested by the House when dealing with the subject the other night.

MR. CAREY said that, so far as his constituents were concerned he did not suppose they cared one jot which side of the river the railway went, and therefore, in expressing his opinion on the subject, he could not be said to be influenced by the views or the interests of his constituency. He had intended moving an amendment upon the resolution submitted for the affirmation of the House by the Commissioner of Crown Lands, but after what had just fallen from that hon. gentleman he would refrain from doing so, for, equally with the hon. members for Geraldton and for Fremantle, he felt glad to find that the Governor had met the views of the Council in the way he had done. He might further say that Governor Ord had been the subject of a great deal of undeserved blame in connection with this railway question. Whatever delay had taken place in bringing the matter to its present state, no blame attached to Governor Ord, and it was quite evident from the published despatches that if any unnecessary delay had taken place—and he did not mean to say there had not—the blame rested with Governor Robinson's administration and not with Governor Ord. A great deal had been said about floating the loan in London, and His Excellency had been blamed for suggesting that the money should be raised at home by the Crown Agents, whereas, in fact, it was Governor Robinson, who, in his despatch of the 6th June, 1877, had suggested this very means of floating the loan. "It might possibly be to the advantage of the Colony," wrote Governor Robinson in the despatch referred to, "to float the next loan in London, through the intervention of the Crown Agents for the Colonies." In the same despatch Governor Robinson said,—"with regard to the employment of competent professional men to make the final surveys, and to prepare drawings and specifications on which competitive tenders may be invited—that the Director of Public Works remarked that "it will not be necessary to go to the "expense of bringing them from England, "as they can be obtained from the

"neighboring Colonies with perhaps a better experience for such a work." Now, he (Mr. Carey) thought they had already had some very good specimens of these "competent men" from the "other side," and there could be only one opinion as to their qualifications,—although one of them had appended his testimonials to his report on this very railway. As to preliminary surveys, it appeared to him, as a surveyor, that it would be quite possible to furnish sufficient information relative to the southern line within the next few days, to enable the House to arrive at a decision on the subject, as to whether it was a route that could be easily followed or not. The Director of Public Works had informed them that the two bridges which would be required on the northern line would only cost £15,000; but he (Mr. Carey) was of the same opinion as the hon. member for Fremantle that, so far from the Director of Public Works being able to construct these two bridges for £15,000, the bridge over the river at Fremantle alone could not, with its approaches, be done for that sum. They had Mr. Gregory's opinion of Mr. Thomas' estimates—Mr. Gregory who was an eminent engineer and who did not require to append testimonials to his report to show the value of his recommendations. So he thought he need say no more about Mr. Thomas and his estimates, with reference to the North line. Last night there had been laid on the Table of the House a petition from a number of citizens, addressed to His Excellency the Governor, in favor of this northern route as laid down by the Government Engineer. The petition having been laid on the Table, though not formally received by the House, he presumed he was at liberty to allude to it. On reference to it, he found that one gentleman had signed no less than thirty-one names in his own handwriting. Another gentleman had signed twenty-eight names, and others a lesser number, so that the House could not attach much value to a petition prepared in that manner. They had been told by Mr. Thomas—whose opinion, he confessed, he did not value very much—that the northern route would cost £87,000 and that the cost of the "alternative" route would be £108,000—a difference of £21,000; but it was well known that the extra traffic

on the southern line would far more than cover this difference, with the interest computed at five per cent. He thought there was no question but that the southern line would bring in more than would cover the extra cost of construction, and he could not help expressing his opinion in favor of that route, and he hoped every other hon. member who entertained the same views would not hesitate to give expression to them.

MR. S. H. PARKER: I am sorry to disturb the harmony of the meeting. I think any step involving further delay in this matter would be most dangerous. We have a railway now within our grasp, and if we adopt the resolution submitted to the House last night by the Commissioner of Crown Lands we shall be in a position to commence operations at once. On the other hand, if we request His Excellency to telegraph home to ascertain whether we may have the southern line, the Secretary of State will be sure, in the first place, to refer the matter to Mr. Gregory, the consulting engineer,—and that, the House may depend upon it, will involve no inconsiderable delay, even should the reply be satisfactory. I think it is absurd for the hon. member for Geraldton to talk about getting a reply within three or four days. The House must bear in mind that "Downing Street" is not easily moved, and that we should not merely have to move "Downing Street," but also this eminent authority, Mr. Gregory. I think it is far more likely to be a month than three or four days before we get an answer at all. Again, if the Secretary of State finds that this House is inclined to reject the offer made to us to be allowed to construct a railway on the north side, he may telegraph back to the Governor retracting the authority he has given for the construction of the line. [SEVERAL HON. MEMBERS (emphatically): "No, no, no."] I therefore certainly shall strongly protest against any further delay. I think it is most important at the present critical juncture of affairs in this Colony that the Railway Loan Bill should be passed immediately, and that public anxiety as to the future should be allayed, and public confidence restored. I notice in the despatches which have passed between His Excellency the Governor and the Secretary of

State that it is proposed to seek outside the Colony for contractors to carry out the work. For my own part I see no reason why this railway should not be constructed in sections, of four or five miles, by local contractors, which would afford employment to a great number of persons who would otherwise derive little or no benefit from the work. I do not pretend to be an authority on this subject, but I think the suggestion is one which the Government may well take into its consideration, and, if possible, adopt. As to the petition referred to by the hon. member for Vasse, I think that hon. gentleman, on behalf of the citizens, for taking such interest in the petition, which, after all said and done, was most numerous and respectably signed. I think I may say, in point of fact, that the majority of the inhabitants of Perth are in favor of the northern route.

MR. HAMERSLEY: I have an impression that there has been a very mistaken idea, as to the result of borrowing money for railways, generally entertained outside this House—I do not say within this House, but I do maintain that a very erroneous idea exists outside as to the beneficial result likely to arise from borrowing money for railway construction. And I am afraid that this idea has in a measure influenced hon. members in the House in their votes on the subject. My first impression was that the proposed railway was to afford the settlers some means for improving their position and for advancing the interests of the Colony, but latterly I have been led to suppose that this is not to be attained by means of the railway but with the money which it is proposed to borrow for this work, and I am very much afraid that the very good effect of borrowing that money has been over-estimated. It has been forgotten, in the first place—say that, in round numbers we borrow £100,000 for this railway—that at least £40,000 or £50,000 of that will be expended by the Crown Agents, without our having a blessed finger in it. In addition to that, we shall find that another £40,000 will go out of the Colony for imported flour for the men employed in connection with the railway, and the result will be we shall only have about £20,000 out of the

£100,000 spent in the Colony. But one thing the Colony will have—it will have to pay the interest on the whole amount. I would ask the House to consider calmly and deliberately, if it is worth the Colony's while to undertake a work of this sort—a work which has been represented to us, but which in reality we do not think will be the case, as being of immense advantage to the Colony. I believe, myself, it will be rather a drag to us than otherwise, yet we shall have to find the money to pay the piper, or, in other words, to provide for the interest and sinking fund. I am fairly "bamboozled" when I think of it, and I really think it is worthy of consideration whether we ought to plunge the Colony into debt just for the mere gratification of spending a few thousand pounds, whilst the great bulk of the money goes out of the country. At any rate, I do think it would be wise on the part of this House to wait a few months longer and see if we cannot get this railway on the south side of the river, where it is not unlikely to be productive of beneficial results, and prove a remunerative undertaking. I think it would be a great mistake indeed if we committed a blunder in starting this line, for we must bear in mind that it is the first link of what in time will be the railway system of the Colony. As a friend of mine said, we are taking it "for better or worse;" but if we go on the north side it will be all "worse" and no "better." Therefore I think that in entering upon an undertaking like this, which is to affect the future of the Colony, we would act wisely in waiting patiently for a few months and see if we cannot secure the "better half." Hon. members may laugh, but I think this question of taking "for better or worse" is a very solemn subject indeed. I ask the House again to consider whether it is wise to contract this debt of £100,000, when we know that about £80,000 of it will go out of the Colony. The remaining £20,000 may enable us to tide over a year or two, but afterwards it will be a case of "the last state of that man was worse than the first." The greater portion of the money will be squandered away by the Crown Agents and will never come into the Colony at all. Rather than spend our money in that way, if we are going to borrow let us

borrow to some purpose, and expend the borrowed capital on some work that will give us a return for our money, such as harbor works, when the whole, or nearly the whole, of the money would be spent in the Colony.

MR. BROCKMAN thought hon. members must feel very gratified indeed at the attention which His Excellency the Governor had given to the opinions expressed in the House with reference to the question of route. Should the question be left to the House ultimately to decide, he would certainly vote in favor of the southern line.

MR. BURT was sure all hon. members must acknowledge the very handsome way in which the Government had met the House that evening, in openly inviting discussion upon the question at issue. He thought the House might rest assured that whatever decision it arrived at with reference to the route to be adopted, the Government would take an equal interest in pushing forward the work, whether on the north side or the south. Personally, he was in favor of the latter route, provided that a central and easily accessible station could be secured for Perth.

MR. MONGER also expressed himself in favor of the southern route, for he believed, although the line on that side might cost more than on the north, the traffic returns would be so much greater that it would render the southern line more reproductive than the northern. It would make very little difference to the citizens of Perth, so long as they obtained a central station convenient to the business portion of the city, whether the line went on the north or on the south.

MR. PEARSE said it was well known that he had property on the south side, and he was therefore loth to advocate the adoption of that route. But apart from any personal consideration, he really and sincerely believed that, if ever a railway is to be constructed, it should go on the south side of the river, if it was intended to prove a reproductive undertaking. With other hon. members he fully recognized the conciliatory spirit in which His Excellency had met the views of the House in this matter.

MR. CROWTHER said that, with the small amount of information he possessed last Session with reference to the relative

advantages of the rival routes, he had voted in favor of the north, but he was free to confess that from what he had heard since, from people who ought to know something about the matter, he was now of opinion that the southern was the most eligible route.

MR. S. H. PARKER again rose to protest against any further delay. Hon. members were aware that it was proposed, before the Session closed, to bring in a Bill to reform the constitution in favor of Responsible Government, and should that Bill be passed, as he hoped it would be, and the fact telegraphed home by His Excellency before this railway question was settled, the Secretary of State might turn round and say we should not get a railway at all, as we wouldn't accept what he had offered us. [SEVERAL MEMBERS: No, no.] He did not say it without grounds. They had already been threatened that the moment they adopted Responsible Government the Imperial grant for the magistracy and police would be withdrawn. He was surprised to see such a change come over the House on this question. The other day the Government would have nothing but the north line, and he went with the Government then, seeing that the tide of opinion was flowing in that direction; but he now felt himself alone—the Government itself had receded from him and left him stranded high and dry. He was the only "Government man" present. In supporting the northern route, he stood in the proud position of being the only out-and-out supporter in the House of Her Majesty's Secretary of State. If, however, the Council should decide in favor of the southern route, he would advocate a line crossing the river at Mill Point, and following the plans prepared by Mr. Victor and Mr. Brown, which he would recommend to the attention of hon. members. It appeared to him that in a question of this nature, the opinions of an experienced engineer like Governor Ord were entitled to great weight, and it did seem somewhat inconsistent that when His Excellency first arrived in the Colony he was flooded with addresses complimenting him upon his experience as an engineer, and congratulating the Colony upon having secured the services of such an officer, and yet now when the Governor asked for

an opinion on an engineering question the value of that opinion was questioned. He (Mr. Parker) thought it was entitled to great weight, and the country ought to feel grateful to His Excellency for the trouble he had taken in the matter.

MR. MARMION said that early in the course of the debate that evening he had congratulated the House on the fact that the Government had shown such readiness to meet the wishes of hon. members in this matter. He hoped he had not been premature in his congratulations, and that the Governor, in ostensibly offering the Colony bread, was not offering it a stone.

MR. GLYDE thought the House was under a debt of gratitude to the Governor for the consideration with which His Excellency had treated the opinions of hon. members with regard to this question of route. He was thoroughly acquainted with the character and the capabilities of the country on either side of the river, and he had no hesitation in pronouncing in favor of the south side. He always had been of that opinion, and was so still.

MR. CAREY was of opinion that Governor Robinson and the Director of Public Works had decided in favor of the north side before Governor Ord came to the Colony, and the Director had adhered to that line ever since. But he did not think that ought to have much weight with the House, seeing the opinion which the English engineer, Mr. Gregory, seemed to have formed of Mr. Thomas' estimates. Mr. Gregory differed most widely from the Director of Public Works both in his estimate of cost of construction and rolling stock, and therefore he (Mr. Carey) did not think the House would be justified in placing much reliance upon Mr. Thomas' figures, regard being had to the low estimate placed upon them by the consulting engineer, Mr. Gregory.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy): Will the hon. gentleman read that portion of Mr. Gregory's despatch in which he says he recognizes the marks of great care in the surveys and designs sent to him, and that what suggestions he offers are in no way intended to reflect in any way on the professional ability of the Director of Public Works?

MR. CAREY: That you can do, when I sit down.

MR. BROWN thought it was altogether out of order for hon. members to address each other in this manner across the table. They should address their remarks to the Chairman.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) said he had drawn attention to the fact that the hon. member for Vasse was referring to solitary paragraphs in Mr. Gregory's letter, and making no reference to others which bore upon the ability of the Director of Works. I cannot but regard such tactics as a direct attack upon the professional reputation of that gentleman, of whom I think we cannot speak too highly, looking at what he has done in connection with this railway question, and the attention and care he has bestowed upon the subject. I believe this estimate of Mr. Thomas' services in reference to this railway will be endorsed by every hon. member in this House, with, possibly, one exception—the hon. member for Vasse.

MR. CAREY: As the hon. gentleman has called attention to one paragraph of Mr. Gregory's report, referring to the professional ability of the Director of Public Works, I will, in reply, read part of another paragraph. I did not think that the Director of Public Works required a trumpeter in this House to sound his praises. Hon. members will recollect that he came here as the Government engineer, and that he was sent for as such; but what does he say himself? We all know that when the Surveyor-General, who was in charge—

THE CHAIRMAN OF COMMITTEES: This is quite beside the question.

MR. CAREY: Before I sit down I will read the passage from Mr. Gregory's report which I proposed reading in reply to the hon. gentleman opposite (the Colonial Secretary). Meanwhile, I would call the attention of the House to the concluding paragraph of Mr. Thomas' reply to Mr. Gregory's remarks with regard to his estimates. He says—“As regards the value of my recommendations, it would of course ill become me to speak; but I may perhaps be allowed to show, by the following letter from the Honorable the Minister of Works, Sydney, what was the opinion of

the New South Wales Government when recommending me for the appointment of Director of Public Works, an office which they had been asked to select an Engineer to fill:—"In reply to your letter of the 28th January last, addressed to the Honorable the Colonial Secretary, —stating that your Government require the services of an Engineer having a general knowledge of his profession in all its branches, I have the honor to inform you that I have been fortunate in securing for you the offer of the services of Mr. J. H. Thomas, C.E., whom I have great pleasure in recommending as a gentleman of great ability and experience in all the various branches of engineering." When Mr. Thomas wrote that, he knew very well he had not been sent for as Director of Public Works.

THE CHAIRMAN OF COMMITTEES: Surely, all this is entirely irrelevant to the question before the Committee.

SIR LUKE LEAKE said that last year, when the question of route was under discussion, he had declared himself a supporter of the northern route, his reason for doing so being that he had the assurance of the Director of Public Works that it was almost impracticable to secure for Perth a conveniently-situated and central station, except at an enormously increased expense, if the line went on the south side of the river. In the event, however, of its being shown that the city could be served with a central station, if the railway went on the south, he thought that would be a preferable route to the north, even though the cost of construction might be greater. What they would all have liked to have seen was equal attention paid to each of the routes by the Director of Public Works. He thought His Excellency the Governor was entitled to the thanks of the House for the manner in which he had come forward to meet the wishes of hon. members in this matter. As for himself, he was perfectly willing to leave the fate of Perth in His Excellency's hands.

Mr. HARPER said the subject had already been so fully ventilated that there was hardly anything left for him to say. He had all along supported the south side line, as being the most suitable to the requirements of the place,

and as being likely to attract the most traffic. He entertained a very high sense of the manly spirit in which His Excellency had come forward to meet the wishes of the House on this question.

Mr. BURT expressed a hope that whatever steps would be adopted with reference to the question at issue, the Session would not be allowed to close without a loan bill being passed for the construction of the railway on one side of the river or the other. Although decidedly in favor of the southern route, if he thought that any temporizing would jeopardise this question of railway construction, he would "cave in" at once. The hon. member for Perth (**Mr. Parker**) had hinted at hon. members cavilling at His Excellency's opinions with regard to this railway; he (**Mr. Burt**) did not think anyone had done so, or was inclined to cavil, nor did he think it was desirable there should be any cavilling. For his own part he would not dream of such a thing as that he a layman should question the opinion of a professional engineer. But what they all objected to—what they all grumbled at—was that the two lines had not received equal attention; and that he was afraid they were never likely to get. Without, however, claiming to possess any knowledge of engineering, he felt quite competent to say whether one side of the river possessed greater advantages than the other, and on which side there was likely to be the greater amount of traffic. This was all he claimed to have a right to do, and this, he believed, was what other hon. members claimed a right to express an opinion upon, and not upon the engineering difficulties connected with the question. He thought that, instead of pitching into these professional men, the hon. member for Vasse had shown a considerable want of tact: it would be much wiser to stroke the Director of Public Works the right way, and pat him on the back. If the opinions of those who, after all, must rule in the matter, were regarded by the House as of no value, and worthy of no weight being attached to them, the result would be that they would not care very much to serve so ungrateful a body.

Mr. BROWN thought nothing would be lost if progress were reported at this stage of the debate, so as to enable the

Government to submit some definite proposition to the House, and to enable hon. members to give the matter their calm and deliberate consideration. There would be no secrets between the House and the Government in the matter, and he was convinced that the Government would deal in the same spirit with the Council.

Progress was then reported, and leave obtained by the Committee to sit again on Monday.

The House adjourned at twenty minutes to ten o'clock, p.m.

LEGISLATIVE COUNCIL,

Monday, 24th June, 1878.

Caution to the Public attending the Galleries of the House—Petition from Canning residents—Diaries of Inspectors of Sheep—Government Revenue Vessel—Grants of Land to Immigrants—Foreign Seamen Offences Bill, 1878: first reading—Ballot Act, 1876—Vaccination Bill, 1878: further considered in committee—Message No. 1 (Eastern Railway): further considered in committee—Boat Licensing Bill: further considered in committee—Municipal Institutions Bill, 1878: in committee—Adjournment.

THE SPEAKER took the Chair at 7 o'clock, p.m.

PRAYERS.

CAUTION TO THE PUBLIC ATTENDING THE GALLERIES.

MR. SPEAKER, addressing the "strangers in the galleries," said it was the desire of the House to do all it could, consistent with its own dignity and the maintenance of public decorum, to accommodate those who were desirous of listening to the debates, and who took any interest in the proceedings of the Council. But it must be thoroughly understood, on the part of those admitted, that during their presence in that chamber they must maintain an attitude of perfect neutrality, and must not, by

their applause, manifest their approbation, nor, on the contrary, exhibit any feeling of displeasure at any remarks made by hon. members in that House. With every desire to accommodate the public, he must inform them that on the first occasion of any noise or disturbance, or any manifestation of feeling in any of the galleries, the House would be cleared and doors closed.

PETITION.

MR. S. H. PARKER presented a petition, emanating from a number of settlers in the Canning, in favor of the proposed railway going on the south side of the river.

Petition received and read.

DIARIES OF INSPECTORS OF SHEEP.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) laid on the Table the diaries of the various sheep inspectors of the Colony (with the exception of that of the inspector at Albany), asked for by Mr. Monger.

REVENUE VESSEL.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) laid on the Table a return showing the expenditure in connection with the Government Revenue vessel, asked for by Mr. Marmion.

GRANTS OF LAND TO IMMIGRANTS.

MR. CROWTHER, pursuant to notice, moved the following resolution: "That in the opinion of this House it would prove advantageous to the Colony if the Government would, in certain cases, allow town allotments to be given to immigrant mechanics—or workmen, in certain cases—in lieu of the fifty acres of country land as now promised; the Government to decide what improvements shall be made, and the term of occupancy by the immigrant to whom granted, before he receives the fee simple." Hon. members were aware that under the existing regulations, immigrants on first arriving in the Colony, whether introduced wholly or partially at the expense of the Government, or at their own cost or expense, were entitled to select a certain number of acres from any unimproved rural