

## LEGISLATIVE COUNCIL,

*Thursday, 31st March, 1881.*

Railway Refreshment Room Licensing Bill, 1881: first reading—Princess Royal Harbor—Eastern Railway: Severance of Swan Allotments—Eastern Railway through Lake Kingsford—Cape Hamelin and Augusta: Protection of Customs Duties at—Stamp Duties Bill: recommitted—Message (No. 12): Development of the Eastern Districts—Message (No. 13): Timber Concession to Mr. Leonard: Report of Forest Commission—Message (No. 14): Railway route through Stirling Square, Guildford—Loan Bill: Further consideration of, in committee—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

RAILWAY REFRESHMENT ROOM  
LICENSING BILL, 1881.

THE ATTORNEY GENERAL (Hon. A. C. Onslow), with leave, without notice, moved the first reading of a Bill to enable the Police or Resident Magistrate of a District to issue a certificate for a license to the keeper of a Railway Refreshment Room in the District of such Police or Resident Magistrate, at any time between any two Quarterly Licensing Meetings.

Motion agreed to, and Bill read a first time.

## PRINCESS ROYAL HARBOR.

SIR T. COCKBURN-CAMPBELL, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased, at the next sitting of the House, to bring forward proposals for dealing with the siltage on Princess Royal Harbor, and for preserving that Harbor from the damage with which it is threatened by the gradual narrowing of the sandspit behind Point Possession." The hon. member said he deemed it necessary to bring forward a formal resolution on this subject, because he feared that, unless the House took some steps to induce the Government to move in the matter, they would find that when the Council met next Session nothing will have been done. Hon. members had probably read the report of the Admiralty Surveyor upon the subject, and having done so must be

convinced of the urgent necessity of adopting immediate steps to prevent the destruction of the harbor. He sincerely trusted that the Government would recognise the great importance of this matter, and that at the next Session of Council they would be prepared with some plan to place before the House. The most urgent work requiring attention was the protection of the sand-spit behind Point Possession, but the siltage in the harbor was also a matter of great importance.

The motion was affirmed unanimously.

EASTERN RAILWAY: SEVERANCE OF  
SWAN ALLOTMENTS.

MR. RANDELL, in accordance with notice, asked the Honorable the Colonial Secretary, "If it is the intention of the Government to provide crossings on sundry Swan Locations upon which severance has taken place by the Eastern Railway; and if such crossings will be made, when?" He had addressed a letter to the Commissioner of Railways on the same subject, a fortnight or three weeks ago, but, as yet, had received no reply.

THE COLONIAL SECRETARY (Lord Gifford) replied as follows:—"No; but in some cases there would be no objection to the owners of property putting in gates at their own expense, provided they became answerable for keeping them securely fastened when not in use, and made themselves responsible for any accidents that might arise in consequence of neglect on their part."

## RAILWAY THROUGH LAKE KINGSFORD.

MR. RANDELL, in accordance with notice, asked the Honorable the Colonial Secretary: "When it is intended to fulfil a promise made by the Commissioner of Railways to certain owners of allotments in Lake Kingsford, to provide them with means of access to the back parts of such lots, communication having been cut off through severance by the Eastern Railway, such being also a portion of the compensation given upon the taking of the said grants." This was a matter of considerable importance to these people, and he thought that whatever promise was made to them by the Government,

or the Commissioner, ought to be fulfilled.

THE COLONIAL SECRETARY (Lord Gifford) replied as follows:—"In taking the grants referred to, a right of way only formed a portion of the compensation in two instances, and these have been accommodated. In all other cases, the sums received were 'in full satisfaction of all claims made.' The Commissioner did, however, inform some of the owners, afterwards, that he would endeavour to get the drain covered in, that carts might have access to the back parts of the lots."

#### PROTECTION OF CUSTOMS DUTIES AT CAPE HAMELIN AND AUGUSTA.

MR. CAREY, in accordance with notice, asked the Honorable the Colonial Secretary: "What arrangements are made by the Government to protect the Revenue against the landing of uncustomed goods at Cape Hamelin and Augusta." So far as he was aware, no arrangement at all existed at present to prevent the revenue being defrauded, although there was a large timber trade carried on in the neighborhood. He understood that Mr. Davies, the proprietor of the works, had given his word of honor that no goods should be landed without payment of duty, but he (Mr. Carey) was aware that goods had been so landed. The captain of one of the vessels regularly trading between these places and other countries held a third share as part owner of the ship, and hon. members would see how easy, in the absence of any officer representing the Customs on the spot, it would be to defraud the revenue to a very considerable extent. He did not suppose that the captain would be guilty of any such thing, but still the opportunity was afforded, and, if he chose to avail himself of it, there was nothing to prevent his doing so.

THE COLONIAL SECRETARY (Lord Gifford) replied as follows:—"The matter has not escaped the notice of the Government, and the hon. member will find that by the next sitting of Council possibly satisfactory arrangements have been made."

#### STAMP DUTIES BILL.

This Bill was recommitted, and some verbal amendments made in several clauses, and also in the schedules. [*Vide* "Votes and Proceedings," p.p. 46 and 47.] The various amendments were agreed to without discussion.

#### MESSAGE (No. 12): DEVELOPMENT OF THE EASTERN DISTRICTS.

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

"The question of the further development of the Eastern Districts, consequent on the extension of the Railway to York, is one which for some time past has occupied the attention of the Governor. A large part of the best land in the Eastern Districts is already alienated from the Crown, and may or may not be thrown open for settlement. There exists, however, a considerable area of fair agricultural land which is still available for selection; and as it is certain that the present population is inadequate to the full development of the Country, it appears to the Governor that the time has arrived for a full consideration of the subject, with a view to determining what steps should be taken to induce further settlement and to encourage the introduction of capital and labor from abroad.

"It seems to be admitted that the agricultural areas on the Eastern slopes of the Darling Range can advantageously maintain a large and thriving population, and, with the advantage of a Railway for the removal of surplus produce, there ought to be no difficulty in inducing such population by judicious concessions to remain permanently in the country.

"The discovery some years ago of fine specimens of iron ore, stated to be of the class termed 'hematite,' a short distance from the Northam road, in a locality surrounded by forests from which the best description of charcoal can be readily made, leads to the assumption that at no distant future the manufacture of iron may become an important industry. The ranges are believed to abound in other minerals; and altogether the opening of railway communication may be accepted as a

“new era in the annals of the Eastern Districts of the Colony.

“For these reasons the Governor has thought it advisable to suggest to Your Honorable Council the propriety of nominating a Committee, to be composed of Members of Your House, for the purpose of collecting full information on the subject, and advising as to what steps should be taken to further the settlement of the Eastern Districts generally, and also the success of the railway; and, in the event of your adopting this suggestion, the Governor will be prepared to commission the Members so selected to consider and report on the whole question during the recess.

“Government House, Perth, 31st March, 1881.”

THE COLONIAL SECRETARY (Lord Gifford) moved, That the Message be taken into consideration on Friday, April 1st.

Agreed to.

MESSAGE (No. 13): TIMBER CONCESSIONS TO MR. LEONARD, AND REPORT OF FOREST COMMISSION.

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

“In reply to your Addresses Nos. 14 and 17, the Governor begs to state that he does not consider that any useful purpose would be served by at present presenting to Your Honorable House the correspondence between the Government and Mr. Leonard on the subject of a Timber Concession at Deep River.

“The Report of the Forest Commission will be laid on the Table as soon as possible.

“Government House, Perth, 31st March, 1881.”

MESSAGE (No. 14): RAILWAY THROUGH STIRLING SQUARE.

MR. SPEAKER further announced the receipt of the accompanying Message from His Excellency the Governor:—

“The Governor has received your Addresses Nos. 12 and 16, on the subject of the Railway route through Guildford, and observes that a clause has been added to the Railway Extension Bill, prohibiting the Commissioner from taking the line across Stirling Square. The Governor has always considered, so

“far as he has been able to judge of the engineering difficulties involved, that no sufficient reason has been shown for taking the line through the square. At the same time, it will be his duty to place the protest of the Director of Public Works before the Secretary of State, and if the professional advisers of the Colonial Office should concur with Mr. Thomas, Your Honorable Council must be prepared to have the Bill sent back for amendment.

“Your Council is correct in assuming that when Mr. Thomas’ last letter was submitted to you, the Governor was not aware that you had already agreed to a Resolution on the subject. But in any case the Governor would have felt it his duty to place Mr. Thomas’ final protest before you, in the same way that it will now be his duty to communicate it to the Secretary of State, for the consideration of the professional advisers of the Colonial Office. In the meanwhile, however, the Governor will have much pleasure in assenting to the Railway Bill, in order that no delay may take place in initiating the work.

“Government House, Perth, 31st March, 1881.”

#### LOAN BILL, 1881.

The House then resolved itself into a Committee of the whole for the further consideration of this Bill, when the new clause proposed by Mr. STEERE on the 30th March was reverted to.

THE COLONIAL SECRETARY (Lord Gifford) said the Government had carefully considered the amendment proposed to be inserted by the hon. member for the Vasse (*Vide* p. 120, *ante*), but he regretted to say the amendment had in no way helped to induce the Government to accept the clause.

MR. STEERE: After the exhaustive debate which took place in the House last night upon this question, it is not my intention to trespass any further upon the time and patience of hon. members. But I should like to be permitted to add one word in support of the position which I have taken up with regard to this matter. We have at present an Administration which lays great stress upon the necessity of obtaining the sanction and approval of the Colonial Office with

regard to all its actions ; I am therefore sure that what I am about to read from the Colonial Office Regulations, bearing on this subject, will have its due effect upon the Government. I allude to the rule which has been prescribed by the Colonial Office for regulating the expenditure of public money on public works in Crown Colonies, and which is as follows: "When the sanction of Her Majesty's Government has been given (to any projected public work), the Governor will lay before the Council—at the meeting to take into consideration the general Estimates for the year next ensuing—the plans, estimates, and specifications of the proposed work, with any other information which he may consider necessary; and when the Council has voted the funds required for the work, the Governor may proceed with it, without waiting for further authority." What more do we ask, what more does this House request, than this Colonial Office regulation requires to be done?

MR. CAREY said the stronger the Government opposed the introduction of the clause under consideration, the stronger, to his mind, was the necessity for adopting it. He thought the extract just read by the hon. member for the Swan was unanswerable.

The amendment was then put, and the Committee divided, when there appeared—

Ayes	...	...	7
Noes	...	...	4

Majority for	...	...	3
--------------	-----	-----	---

AYES.

Mr. Burt  
Mr. Carey  
Mr. Hamersley  
Mr. Higham  
Mr. Randell  
Mr. Stone  
Mr. Steere (Teller.)

NOES.

The Hon. A. C. Onslow  
Mr. Burges  
Mr. S. S. Parker  
Lord Gifford (Teller.)

The amendment was therefore carried, and the clause as amended was ordered to stand part of the Bill.

Schedule:

" For the Extension of the " Eastern Railway ...	£100,000
" For the repayment to " General Revenue " of cost of construc- " tion of Eucla Tele- " graph Line ... ..	50,000
	<hr/> £150,000

MR. STONE would like to see inserted after "Eastern Railway" the words "from Guildford to Chidlow's Well," for he was by no means prepared to support the proposed extension if it was going to cost £200,000 to carry the line as far as Chidlow's. In other words, he wanted to provide that the extension from Guildford to the point indicated shall not cost more than the £100,000 here proposed to be raised.

THE ATTORNEY GENERAL (Hon. A. C. Onslow) said it was not at all certain that that sum would carry the line as far as Chidlow's Springs, and he thought it would be hardly fair to the Department to limit it to this amount, and to insist upon its constructing the line to a given point for a given sum. The probable result would be that, in the event of the vote proving insufficient to carry the line absolutely to the neighbourhood of Chidlow's Well, a portion of the work would have to be scamped. He thought they were bound to leave this question to the discretion of the head of the department responsible for the outlay.

THE COLONIAL SECRETARY (Lord Gifford) said that, according to the new clause just introduced into the Bill, the Government could not expend any more than was here provided, without submitting the estimate for any further expenditure for the confirmation of the House—that was to say, supposing the new clause formed part of the Bill when it became law.

THE ATTORNEY GENERAL (Hon. A. C. Onslow) said it appeared to him that the clause in question would have been better inserted in the Railway Extension Act than in the Loan Bill.

The schedule was then agreed to.

Preamble and title agreed to.

Bill reported.

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