

LEGISLATIVE COUNCIL,

Monday, 28th July, 1884.

Moorings for Vessels at Fremantle—Saloon accommodation s.s. "Lubra"—Northern Telegraph Route—Engines running on Eastern Railway—Mr. Burt and the Married Women's Property Bill—Revised Loan Estimates, 1884—Excess Bill, 1883: in committee—Supplementary Estimates, 1884: further considered in committee—Message (No. 7): Reorganisation of Works and Railways Department—Message (No. 8): Water Supply and Sanitation, Perth and Fremantle—Designs and Trade Marks Bill: third reading—Adjournment.

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

PRAYERS.

MOORINGS FOR VESSELS AT
FREMANTLE.

MR. MARMION asked the Colonial Secretary whether the anchors and chains necessary to provide accommodation for mooring vessels, loading and discharging at Fremantle wharf, have been indented for or purchased; and, if so, when they will be placed in position for use? The laying of these moorings was recommended by a select committee of the Council in the session of 1882, and agreed to; and the requisite funds to provide them were voted out of loan moneys on September 19th, 1882.

THE DIRECTOR OF PUBLIC WORKS (Mr. C. T. Mason) said he had already set to work to obtain the information asked for by the hon. member, which would be furnished to the House as soon as possible.

SALOON ACCOMMODATION
s.s. "LUBRA."

MR. SHENTON, in accordance with notice, asked the Colonial Secretary whether the s.s. "Lubra" had the saloon accommodation required under the 6th clause of the contract between this Government and Messrs. Lilly & Co. Under that clause these steamers were supposed to provide accommodation for at least 30 saloon passengers, and he asked the question because the "Lubra," which had replaced the "Ferret," had recently refused to bring on cargo from Albany to Fremantle. He thought it might be inferred from the contract that it was the duty of the fortnightly steamers to bring on cargo from the Sound, and not the through steamers.

THE COLONIAL SECRETARY (Hon. M. Fraser) said it had been ascertained that the "Lubra" had saloon accommodation for 22 male and 8 female passengers, or for thirty statute adults, as required by the 6th clause of the contract. In addition to this, the "Lubra" had the following accommodation, viz., for 24 male and 11 female passengers, 200 sheep, 12 head of large stock, and 295 tons of cargo.

NORTHERN TELEGRAPH ROUTE.

THE DIRECTOR OF PUBLIC WORKS (Mr. C. T. Mason) at the request of Mr. Grant—who suggested that the northern telegraph line should be taken to the Ashburton by way of the Minilia—laid on the table of the House a map showing the present proposed route for the line, between the Gascoyne and Ashburton, and also showing the surrounding country.

ENGINES RUNNING ON EASTERN
RAILWAY.

MR. S. H. PARKER, in accordance with notice, asked the Commissioner of Railways, (1) Whether the two powerful engines that recently arrived, and now running daily to Chidlow's Well, are, or have been at any time, or for any distance, worked on the Eastern Railway Line stern first. (2) If so, the time or times, and the stations between which the said engines are or have been so worked. (3) The reason why the said engines are or have been so worked. (4) When the turntables, mentioned in the Report of the Commissioner of Railways, arrived, the reason why they have not yet been erected; whether any steps are being taken to erect them; and when they will be available for use. (5) If running the said engines stern first instead of head first causes any additional wear and tear to the permanent way, or in anywise adds to the dangers of the traffic.

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason) replied:—1. Yes. 2. Generally once a day from Chidlow's Well to Fremantle. 3. Because at present there are no means at Fremantle for turning the engines. 4. The turntables were received in the station yard the first week in May last.

I am unable to state the reason why one has not been erected at Fremantle, but some days ago I gave instructions to have the work proceeded with, and provided the necessary labor can be obtained it should be finished in about a month's time. 5. Yes. The only additional danger would be in case of any obstruction on the line.

MARRIED WOMEN'S PROPERTY BILL.

MR. S. H. PARKER, in accordance with notice, asked the hon. member for the Murray and Williams whether he intended carrying out his promise, made last session, to introduce during the present session a bill relating to the property of married women? It would be in the recollection of the House, probably, that during the last session of Council the Attorney General brought in a bill for the purpose of amending the law relating to the property of married women. There were several members in favor of such a measure, and perhaps the reason why a majority did not carry it through the House was because the hon. member for the Murray and Williams intimated that he would bring in a bill this session dealing with the subject in a way that would be much more acceptable to hon. members. It was a very important question, and he trusted the hon. member would carry out the promise which he made to the House.

MR. BURT said the hon. member for Perth was not content with putting questions to the occupants of the official bench but must also launch his questions against the humble occupants of a private bench. He had made a search for precedents in this case, and he had come to the conclusion that the hon. member was out of order in putting a question to another private member. If reference were made to works on parliamentary practice, it would be found that a private member could not interrogate a private member unless that member was in charge of a bill, or had given notice of motion, or upon a question before the House at the time. He (Mr. Burt) was in charge of no bill, he had given no notice of motion, nor was there any business relating to the status of married women or their property before the House; consequently he felt inclined to

claim privilege, and to refuse to answer the hon. member's question. But, as he was equally desirous with the members of the Treasury bench to afford the House every information in his power, he did not intend to claim privilege on this occasion, but if his answer was not framed to the hon. member's liking the hon. member had himself to blame. He was asked whether he intended carrying out his promise made last session to introduce a bill relating to the property of married women? The plain answer to the question was No, and an answer which he thought the hon. and learned Attorney General would support him in giving; for, if he gave a promise at all, it was that he would introduce a bill relating not only to the property of married women but also women about to be married. Therefore, if he might so speak, this was his official reply: "I am not aware of having given a promise last session to introduce such a bill." And if the hon. member would look at *Hansard* he thought it would bear him out in that. Nevertheless he might add that he had prepared a Bill on the subject, and he should be happy to place it in the hands of any hon. member, or to lay it on the table.

REVISED LOAN ESTIMATES, 1884.

The House then went into committee for the consideration of the revised Loan Estimates for 1884, showing a proposed supplementary expenditure of £20,280 16s. 10d., in addition to the original estimate for the year (£163,140 0s. 9d.)

Items: Eastern Railway (1882 Loan)—telephone line from Fremantle to Guildford, £550; telephone line from Chidlow's Well to York, £1,250; deviation on the 2nd section, £7,131 12s. 6d.; incidental, £500—Total £9,431 12s. 6d. (Original vote £128,400.)

MR. SHENTON said he noticed that the original estimate, voted last year, for rolling stock, was £10,000, and he should like to ask the Commissioner of Railways whether the rolling stock had been indented for, and, if so, when it was expected to arrive in the colony.

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason) said a portion of this rolling stock had been indented for and had already arrived. It was out

of this vote that the two new engines lately introduced were paid for.

MR. S. H. PARKER asked the Commissioner whether it would not be as well to make provision on these Estimates for the necessary rolling stock for the extension from Chidlow's Well to York, which he understood would be completed at a much earlier date than contract time. He believed the number of trucks now available was not even sufficient for the present goods traffic, and, as it took a considerable time to build the rolling stock for our railways, he would ask the Commissioner whether he did not think it would be advisable to place an amount on these Estimates so that he might at once have sufficient funds on hand to provide the necessary rolling stock for the third section.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the Loan Estimates for next year would be very shortly before the House, in which full provision would be made for this rolling stock. [MR. PARKER: That will be too late.] His Excellency had considered the matter; it had been put before him, and it was deemed unnecessary to place any amount on these revised Estimates beyond the amount which the committee was now asked to vote. Those were his instructions.

MR. SHENTON pointed out that if the money is placed on the Estimates for next year it will not be available for expenditure until the 1st of January. [THE COLONIAL SECRETARY: Just so.] Now it was an open secret that the contractor for the 3rd section intended to have it finished not later than the end of March, and, if the money for the purchase of rolling stock would not be available until the 1st of January, how was it to be expected that the rolling stock would be here in time?

THE COLONIAL SECRETARY (Hon. M. Fraser) said he was not aware that any difficulties were likely to arise on that point.

MR. STEERE asked if there was sufficient money available to have the necessary trucks constructed in the colony?

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason) said provision had already been made in that respect, and the trucks were now in course of construction at the Fremantle workshops.

There was quite sufficient on the Estimates for that description of rolling stock.

MR. BURT hoped the Government would be guided by the light of past experience in this matter, and indent at once for the rolling stock that would be required for the 3rd section. It seemed to take the authorities at home about two years to construct and despatch an engine, and therefore he thought no time ought to be lost in taking the necessary steps for obtaining the requisite rolling stock for the next section, which they were told would be completed by next March.

MR. SHENTON, referring to the item "Deviation second section, £7,132 12s. 6d.," asked for some information as to this amount. They were told last year that this deviation would not cost more than £5,000; how was it that it had now increased to over £7,000?

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason) said it would fill a 3-volume novel to state all about how this deviation occurred, and why this amount was required. Looking at the figures before him he was inclined to think that the "extras" incurred had been added to the cost of the deviation, for the figures certainly did not agree with what the late Commissioner said the deviation would cost. That was his impression. Necessity having arisen for this extra expenditure, in order to complete the line, he could only assure the committee that it would be carefully and judiciously expended. He ventured to say it would have been impossible, under the peculiar circumstances of the case, to have taken the line so far as it had been taken without this extra expenditure. He should have liked to have a considerably larger sum at his command to work upon, but he would do all he possibly could with the money available.

MR. STEERE asked whether the contractors for the 2nd section were prevented, under the terms of their contract, from using any other material than the pipeclay that came out of the cutting where the deviation occurred, for the construction of the necessary embankment, in consequence of which the House had been told it would take two or three years before the embankment became settled.

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason) was afraid the hon. member had misunderstood the late Commissioner's report on the subject. It was not the embankment but the cutting which would take two or three years to settle. The contractor could not have been compelled, under the terms of his contract, to have used other material than came out of the cutting for the embankment. If we were to make stipulations of that kind in our railway contracts we should have to pay three times as much for the construction of our railways as we now paid.

MR. SHENTON: But is it not a fact that there was a serious slip the other day in consequence of the nature of the material used for the embankment?

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason) said undoubtedly there had been a serious slip, but it had been caused in this way: all the rest of the banks had had a winter's rain on them, causing them to subside and to settle, but where the slip occurred there had been no rain to cause the embankment to subside and set, and that was the consequence of its slipping.

MR. BURT hoped the Commissioner would not sacrifice the safety of the line for reasons of economy. It would be better to pay a good round sum for good material than to have their embankments made out of rotten stuff.

MR. CROWTHER was very much afraid that their troubles in connection with this line arose in a great measure from that House having delegated to itself powers and functions which it ought not to have done, and interfered with the Commissioner of Railways in matters of what he might call petty detail. He should leave these matters to the Commissioner to do what he thought best in the case of an emergency, and if the responsible head of the department found it necessary, in the interests of the public, to spend a little more than was originally intended he should do, let him do so. He (Mr. Crowther) should take it for granted that it was all done for the best; and, if they found it was otherwise, their proper course would be to send the Commissioner, whoever he might be, about his business.

The vote was then agreed to.

Northern Telegraph Line, Item "salaries, £84 15s.; wages, £102; incidentals, £1,000. Total, £1,186 15s."

MR. S. H. PARKER asked what the £1,000 for incidentals was wanted for? A similar amount was voted last year under the same head.

THE COLONIAL SECRETARY (Hon. M. Fraser) said that the amount had been included in the Estimates because the Works Department deemed it necessary to have such a contingent sum at their disposal for the remainder of the current year.

MR. CROWTHER said he had personally seen many miles of this line, now in course of construction, and he had no hesitation in saying that there was nothing in the colonies of Australasia to approach it. The thanks of the community were due to the Governor, to the contractor, to the surveyors, to the superintending officer, and to all concerned in connection with the work, for the way in which it was being carried out. He was sure that this money, if voted, would be judiciously expended.

The item was then agreed to.

Jetty Accommodation at Fremantle, Item £585 19s. 8d.:

MR. MARMION asked whether this was intended for ordinary repairs, or in connection with the proposed alteration of the jetties?

THE COLONIAL SECRETARY (Hon. M. Fraser) said that, so far as he was at present aware, both this and the following items were balances remaining unexpended out of loan, raised for the purpose.

The vote was then passed.

Eastern Railway Extension, Item (1881 Loan) "completion of line, £8,478 4s. 8d.:"

MR. S. H. PARKER said he understood this sum was also an unexpended balance. Surely unless the money was actually required there was no necessity to spend it.

MR. SHENTON said the money was borrowed and voted for the second section, and that section had been completed and opened for traffic long ago. What, then, was it proposed to do with the money?

THE COLONIAL SECRETARY (Hon. M. Fraser) said it was true the second section had been completed and opened for traffic, but it was necessary for the

department to have this money to deal with.

MR. SHENTON: Will the hon. gentleman say how they propose to deal with it?

THE COLONIAL SECRETARY (Hon. M. Fraser) said it must be understood that this Eastern Railway had been made in three sections, but, by an arrangement, the amount to the credit of the work on one section had been carried, when necessary, for expenditure on another section. This amount was required by the department for certain purposes in connection with the line. That was the explanation given to him—not by the present head of the department, but by his late predecessor. It was necessary, for purposes connected with the completion of the line, to provide the requisite rolling stock and other necessaries. Hon. members might rest assured that the money would not be misapplied, simply because it happened to be available. He was quite confident in making that assertion, and that not one penny of the money would be misappropriated.

MR. RANDELL was under the impression that some such amount as this was required to pay for completion of the first section, and that it was merely transferred from the second section to the first.

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason): I confess I do not understand it.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the loans for this railway had not been kept separately. As the work progressed so it had been charged against the loans, and it now appeared there remained a balance of between £8,000 and £9,000 unexpended, but which would be required for the completion of the whole line, to provide rolling stock, stations, and other requisities. That was the only explanation he had to give at present. If hon. members required further information he had no objection whatever to progress being reported, in order that the Commissioner might have an opportunity of inquiring into the matter.

MR. MARMION failed to see why, if there was a surplus available, it should not be utilised towards the construction of a branch line, say to Northam or New-

castle. He was sure the hon. member for Toodyay would be satisfied with that. He thought it was a pity the money should be expended on the finished sections of the line simply because it happened to be available.

THE COLONIAL SECRETARY (Hon. M. Fraser) said if after the completion of the entire line to York the money should not be required, in the opinion of the Commissioner, for the rolling stock, stations, etc., hon. members might then, by passing a bill, re-appropriate any balance for any work they might desire, as was done some years ago with the unexpended balance of another loan. The Railway Department would absolutely guard against the money being unnecessarily expended.

MR. RANDELL explained that he saw from the Commissioner's report that he was wrong in stating that the money was wanted to pay for the completion of the first section, as he thought it was.

MR. S. H. PARKER said it appeared to him that if the matter had been placed properly before them, it would be found there was no balance at all. It appeared to him the cost of the deviation on the second section had been charged against the wrong section. It was charged against the money raised for the third section.

MR. STEERE thought it was highly desirable they should report progress, so that they might have some satisfactory explanation on the subject. The Loan Control Act might as well be a piece of waste paper, if the House was to be asked to vote money like this without knowing what it was for.

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason) said these Estimates, as hon. members were aware, had not been prepared by him, and he could not be held responsible for them: but, if progress be reported, he would be prepared with full information on every item now on the sheet.

Progress was then reported, and leave given to the committee to sit again on Thursday, July 31.

EXCESS BILL, 1883.

This bill, which covers an expenditure of £2,059 3s. 8d. over and above the grants voted for the past year, was

passed through committee without comment. It had previously been referred to a select committee, who had reported that "the excess of expenditure incurred was unavoidable and was advised by the Committee of Advice appointed under the provisions of the Audit Act, a full explanation of each item being given in the financial returns which had been laid on the table of the House."

SUPPLEMENTARY ESTIMATES, 1884.

The House then went into committee for the further consideration of the Supplementary Estimates for 1884.

Harbor and Light Department, £501:

MR. SHENTON asked whether any steps had yet been taken by the Government to carry out the expressed desire of the House last year with reference to the reorganisation of this department. Of course he was aware, from the Governor's despatch to the Secretary of State, of 8th February last, that up to that date no steps had been taken, but possibly something may have been done in the matter since then.

THE COLONIAL SECRETARY (Hon. M. Fraser): No arrangements have been made since.

MR. SHENTON thought it strange the Government should ask them to increase the Harbor Master's salary, in view of the promised reorganisation of the whole department. It appeared to him that this would hamper the Government in any fresh arrangement which would have to be made.

THE COLONIAL SECRETARY (Hon. M. Fraser) did not see why the hon. member should be alarmed on that ground. They were now merely dealing with the present, and he saw no reason whatever to apprehend any difficulty in connection with the future organisation of the department.

MR. CAREY moved that the item "Harbor Master, Fremantle, £35," be struck out. He need not give his reasons—hon. members knew there were reasons, which it was unnecessary for him to mention now.

MR. BURT thought the hon. member for the Vasse might take it for granted that in this case the revising committee found no great satisfaction in being driven by force of circumstances to make

this recommendation. He thought it went far to show the conscientiousness with which they discharged their duty. The case of the Harbor Master was one of the strongest cases brought under the notice of the committee.

The motion to strike out the item was negatived.

MR. MARMION urged the claims of the coxswain of the Harbor Master's crew at Fremantle, and also the coxswain of the pilot boat, to an increase of salary; and Mr. CROWTHER spoke in favor of an increase to the lighthouse keeper at Geraldton.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he was sorry he could do nothing in the matter now, but would bring the claims of the officers in question under the attention of His Excellency when preparing the annual estimates.

The vote was then agreed to.

Judicial Department, Item £542:

MR. CAREY urged the claims of the Blackwood Police Magistrate to an increase of salary. He was only getting £75 a year, and no forage allowance.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he had been instructed to place £25 on these estimates for that officer. He had therefore to move that "Blackwood, £25," be inserted after "Newcastle." This officer also did duty as a medical man.

MR. STEERE said the only objection he had was that the appointment was wholly unnecessary. If anybody was likely to derive any advantage from it, it would be himself (Mr. Steere), with a large family and a numerous establishment, but he thought he was expressing the general opinion of the district when he stated that the appointment was altogether unnecessary.

MR. CAREY said he held a very different opinion. A very large number of settlers in the southern part of the Blackwood would be very sorry to see the appointment done away with. This would be the case especially with the Bridgetown people.

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

Police Department, Item £903:

MR. S. H. PARKER urged the claims of the chief clerk in this department to a further increase than was proposed to

give him (£25). He did so from circumstances that had come to his knowledge since the revision of salaries was under the consideration of the Finance Committee.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he would have much pleasure in bringing the matter under the Governor's notice.

Gaol Department, Item £810 :

MR. SHENTON, referring to the item "Provisions, &c., for prisoners in charge of the police, £400," drew the attention of the Colonial Secretary to the following paragraph in the report of the select committee on the Excess Bill which had been before the House that evening: "Your committee think it right to call the attention of the Council to the very considerable expenditure which has been incurred in supplying provisions to prisoners when in charge of the police. It appears that in a period of six months a sum of £300 was charged by the police for rationing native prisoners in the Murchison and Gascoyne districts, and many native prisoners appear to have been unaccountably detained at Mount Murchison police station for over two months, being rationed during that time by the police. Your committee think that great care should be exercised by the officers certifying to the correctness of the vouchers sent in for providing native prisoners with provisions."

THE COLONIAL SECRETARY (Hon. M. Fraser) said he had noticed the paragraph in question, and it would be his duty to see whether any possible reduction could be effected. He might say that His Excellency had already taken action in the matter, but the difficulty was to provide for any other system than getting the police to supply these rations. It certainly did seem inconsistent that the gaoler and custodian of a prisoner should also be his caterer; but, under the peculiar circumstances under which many of the police were situated in outlying districts, it was difficult to get anyone else to do the catering. He believed that as a rule the greatest economy was exercised.

MR. SHENTON said what the select committee complained of was the excessive charges made for the rations supplied.

MR. BROWN said this item had become a very serious item indeed, but it was the natural result of the legislation which had been adopted with regard to our paid and unpaid magistrates. In the district which he represented alone not less than £300 had been paid for provisions for native prisoners in charge of the police, for six months of the year. Now £300 worth of rations for native prisoners in charge of the police meant that a large number of natives had been provisioned for a considerable length of time; but the most serious part of the matter he thought was the revelation which it afforded them that in order to carry out the law properly, or at any rate to have these natives brought before a competent magistrate—that was to say a paid magistrate—they had to be kept in the lockup some of them for over two months. This was a very serious aspect of the question, in connection with this heavy expenditure for provisioning these natives. He hoped the Government would not feel justified in continuing a system that entailed the necessity of keeping these men in custody for two months before they were tried. If the Government persisted in doing so,—if honorary justices were not to be allowed to try these native offenders within a reasonable time after their apprehension; if they would insist upon the natives waiting until a paid magistrate could deal with them, he hoped that a sufficient number of these stipendiary magistrates would be appointed, so as to obviate the necessity of native offenders being kept so long a time before any attempt is made to ascertain whether they were guilty or not. He meant what he said. He would call the attention of the Colonial Secretary also to this fact: that when these natives at Mount Wittenoom (to whom reference was made in the select committee's report) were kept there waiting so long for a stipendiary magistrate to try them—although there were two honorary justices within a very few miles of them—they were supplied with rations on the following scale: 2d. a pound for bread (he did not think that would pay any caterer, 300 miles from a seaport); but the charge for meat was an exorbitant charge, namely, one shilling a pound, for a period of two months and ten days, in the centre of a pastoral district,

such as Mt. Wittenoom. That certainly was a most extraordinary charge. In one district alone, during a period of six months, they had the luxury of paying £300 for provisioning natives waiting for trial, simply because no one but a paid magistrate was, in the opinion of the Government, fit to be entrusted with the power to deal with these natives. And now here was a supplementary estimate of £400 under the same head. This was becoming a very serious matter, it appeared to him; but, under the present state of the law, it was an expenditure that could not be avoided, unless a greater number of stipendiary magistrates were appointed.

The vote was then put and passed.

Rottnest Prison Department, Item £289:
Agreed to, without comment.

Printing Department, Item £351 5s.:

MR. S. H. PARKER asked for some explanation as the item "Extra labor, £300."

THE COLONIAL SECRETARY (Hon. M. Fraser) said the Government Printer did all he could to meet the heavy pressure of work, as indicated by the voluminous documents prepared for the information of hon. members, besides the ordinary work of the year, including the printing of the Parliamentary Reports. It had been found necessary to employ all hands in the office extra hours, and he did not consider it advisable to shrink from asking for this sum, rather than have occasion to go to the Audit Committee.

MR. CROWTHER said if any officer in any department of the civil service was worthy of an increase it was the chief officer in the Printing Department, who had been in the service 22 years. His work spoke for itself. He was engaged in training young men every day who might take his place hereafter and save expense, and, without any further eulogy, he would ask the Colonial Secretary to request the Governor to put him down for another £25 for his twenty-two years faithful and efficient services.

THE COLONIAL SECRETARY (Hon. M. Fraser) indicated his concurrence.

The vote was then put and passed.

Educational and Registry Department, Item £25:

Agreed to.

Poor Relief Department, Item £24 7s. 6d.:

Agreed to.

Aboriginal Department, Item £300:

MR. STEERE said he had again to call the attention of the Government to the late period of the year when the blankets were distributed to the natives, in the district where he resided. He left home in the beginning of July, and none had reached there then.

MR. MARMION asked whether the suggestion he made last year as to having these blankets made of some peculiar color, so as to make them easily distinguishable, had been acted upon?

THE COLONIAL SECRETARY (Hon. M. Fraser) said, as regards the delay in the distribution of the blankets, that arose in consequence of the detention of the vessel in which they were sent out from England, but, in order to prevent a recurrence of this delay in future, he had ordered a larger supply to be sent out at an earlier date, so that next year he hoped there would be no cause to complain as to any delay. He had not lost sight of the good advice tendered last year by the hon. member for Fremantle, and he had arranged to have these blankets marked in such a way as to render them easily distinguishable.

MR. S. H. PARKER said it appeared to him that no matter what was the color or distinguishing mark of these blankets, the natives, if so disposed, would sell them, and readily find a purchaser, unless some legislation were adopted making the purchase of them penal.

The vote was then agreed to.

Government Storekeeper's Department, Item £18:

Agreed to.

Government Gardens Department, Item £100:

MR. STEERE asked what this £100 was for?

THE COLONIAL SECRETARY (Hon. M. Fraser): To enable the committee appointed to look after these gardens to make them more pleasing to the eye, and to improve them, so far as the money will go. The hon. member, Mr. Randell, is a member of the committee, and will explain, no doubt, what is the intention with regard to the expenditure of this vote.

Mr. RANDELL said he was not prepared on the spur of the moment to give any precise information, but it was in connection with an expenditure entailed in carrying out a plan which had been submitted to the Governor and approved by him, having for its object the purchasing of some plants and the erection of a glass-house, which had been intended for from England, and sundry other purchases.

The vote was then put and passed.

Volunteer Department, Item £584 17s. 6d. :

Mr. STEERE thought it was time the Council took this vote into its serious consideration. He could see it was growing year by year, and that eventually it would become a very heavy burden upon the revenue, if they allowed it to continue to grow in this way. He noticed that His Excellency the Governor, in his minute on the Inspecting Field Officer's annual report, said: "I think the Colony might afford to spend £2,500 a year in supporting the Volunteer movement; but our existing resources, and our other requirements, will not yet allow of more than this, and some limit should be placed upon the numbers of the force." He observed that if the House voted this supplementary item, in addition to the original estimate, the total vote would be £300 more than His Excellency himself considered necessary, and he was surprised to see the Government coming forward to propose an excess of expenditure over and above what His Excellency regarded as sufficient to meet the requirements of the service. He also noticed that provision was here made for another Drill Instructor and for corps instructors. When the present Inspecting Field Officer was appointed it was clearly laid down by Governor Robinson that he was to perform the duties of Drill Instructor, and the officer himself accepted the position on that understanding. He knew exactly the terms upon which he was engaged and the nature of the duties he had to perform, and he (Mr. Steere) thought it was very hard that the colony should be now asked to vote salaries and allowances for other people to do work which that officer himself undertook to perform. He should move that the item "Corps Drill Instructors, £151," be struck out.

Mr. SHENTON said two or three years ago the Volunteer vote did not exceed £1,300, whereas, if the House agreed to this supplementary vote, the Volunteer grant this year would amount to £2,317, or rather a thousand pounds in excess of the vote for 1882. He thought some of the items were altogether unnecessary.

THE COLONIAL SECRETARY (Hon. M. Fraser) drew attention to the fact that two of the larger items on these Estimates were items which would only appear this year—"Drill Instructor's passage money, £110," and "Money Grant in lieu of Land, £162 10s." Deducting these two amounts the total vote appropriated for the Volunteer Department would be below the sum mentioned by His Excellency the Governor. As to the item, "Corps Drill Instructors, £151," he was informed that these instructors were very necessary, and, in any case, must be provided for, as it would be impossible for one man to attend to the instruction in drill of the various companies scattered all over the colony. The money was divided between seven corps, the highest paid instructor being the officer performing that duty for the Metropolitan Volunteers, who received £25 a year, and the lowest paid being the instructor at Albany, whose pay was £16 10s.

Mr. SHENTON thought these corps instructors, who for the most part were pensioners, would have answered every purpose, without going to the expense of bringing a Drill Instructor from England.

THE COLONIAL SECRETARY (Hon. M. Fraser) said this officer would have to instruct the corps drill instructors.

Mr. STEERE: That is the very work Colonel Angelo undertook to do himself.

Mr. MARMION thought the question they had to consider was whether it was absolutely necessary to have these district drill instructors attached to each corps. He understood that it was necessary, and that it would be prejudicial to the interests of the Volunteer movement if they were done away with. Some hon. members seemed to think that our Volunteer force was becoming too expensive, but he ventured to say that in none of the other colonies was a Volunteer force maintained at so low a cost to the State, and he thought as the colony grew in

importance and population we must look forward to this vote increasing. He thought it would be a pity to damp that slight feeling of military ardor which existed among our young men, and that it was the duty of the State to foster rather than to thwart this patriotic spirit. He hoped the hon. member for the Swan would withdraw his motion to strike out this item, in view of the comparatively very small cost of the service altogether.

MR. SHENTON said that if they wished to have an efficient force of Volunteers they must increase the capitation grant. What he objected to was the large amount expended on the staff.

The committee then divided upon the motion to strike out the item "Corps Drill Instructors, £151," when the numbers were—

Ayes	9
Noes	11
<hr/>	
Majority against ...	2

AYES.	NOES.
Mr. Brown	Hon. A. P. Hensman
Mr. Burt	Hon. J. Forrest
Mr. Carey	Mr. Mason
Mr. Crowther	Mr. Davis
Mr. Grant	Mr. Glyde
Mr. S. H. Parker	Mr. Loton
Mr. Shenton	Mr. Hamersley
Mr. Venn	Mr. Marmion
Mr. Steere (Teller).	Mr. S. S. Parker
	Mr. Randell
	Hon. M. Fraser (Teller).

The motion was therefore negatived.

MR. STEERE moved, as an amendment, that Item "Lodging Allowance to Inspector of Volunteers, six months, £30," be struck out. This officer, soon after his arrival in the colony, was, with the approval of the Governor, allowed to occupy certain quarters in the Pensioners' Barracks, but these quarters had since, by a resolution of that House, been devoted to another purpose, namely, for the occupation of members of the police force, and consequently the Inspector of Volunteers had to vacate them, and he now asked the Government, and the Government asked the House, to provide him with lodging allowance at the rate of £60 a year, though not a word was said about lodging allowance when he accepted the appointment.

MR. BURT said all this trouble and bother seemed to have arisen with respect to this vote in consequence of a late Governor having overlooked a resolution of that House, in which a protest was en-

tered against the appointment of an Inspector at all. As the hon. member for the Swan had justly observed, the vote was growing bigger and bigger every year, and yet no one seemed satisfied. For his own part he should like to see the force reorganised. He should like to see the Government coming to the House with a larger sum altogether, or else do away with the force. They were now frittering away the money to little or no purpose, and some new item was sprung upon them every session. It would be far more satisfactory to the House and to the country if the Volunteer Department were reorganised entirely, and a sufficient sum voted to maintain the department as it ought to be maintained, instead of year after year endeavoring to scrape together, in the shape of forage allowances, travelling allowances, lodging allowances, enough money to keep the thing alive. If £300 a year was not enough for an Inspector of Volunteers, why did not the Government come forward boldly and say so, and ask the House to make it £500, or whatever sum they thought was sufficient, instead of springing such items as these upon the House. For his own part he did not at all like this way of doing business.

The committee then divided upon the amendment to strike out the item in question, when there appeared—

Ayes	13
Noes	6
<hr/>	
Majority for	7

AYES.	NOES.
Mr. Brown	Hon. A. P. Hensman
Mr. Burt	Hon. J. Forrest
Mr. Carey	Mr. Mason
Mr. Crowther	Mr. Hamersley
Mr. Davis	Mr. S. S. Parker
Mr. Glyde	Hon. M. Fraser (Teller.)
Mr. Grant	
Mr. Loton	
Mr. S. H. Parker	
Mr. Randell	
Mr. Shenton	
Mr. Venn	
Mr. Steere (Teller)	

The amendment was therefore carried.

MR. STEERE moved, as an amendment, that item "Lodging Allowance, Drill Instructor, £14," be struck out. The House was told last year that this officer's salary was fixed at £150, and nothing whatever was said about lodging allowance. The House had been misled in the matter.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the arrangement had been made by the Horse Guards at home, and the agreement was that the officer in question was to receive £150 and quarters. Under the circumstances the Government were bound to provide him, if not with the quarters, then with an allowance for a house; and he hoped whatever action hon. members might take with regard to the other items on the Estimates they would respect an engagement which had been made at home, and enable the Government to carry out its obligation.

MR. STEERE said, of course, under these circumstances, he must withdraw his amendment; but he thought if the Horse Guards had been made acquainted with the terms agreed upon by the Legislature here they would not have gone beyond the sum voted.

Amendment, by leave, withdrawn.

MR. STEERE then moved that the item "Forage Allowance to Inspector, £25," be struck out. He saw no necessity for this officer keeping a horse; for the field days we had here, he might be supplied with a horse if he wanted one from the police stables.

THE COLONIAL SECRETARY (Hon. M. Fraser) hoped the hon. member would not press his motion. This officer held the rank of field officer, and, when seen at drill or parade, he ought to be well mounted. Hon. members who had seen the Inspector in the field must have observed how inadequately he was at present mounted.

MR. BURT failed to see what necessity there was for this officer to keep a horse all the year round, when he had only occasion to be mounted about three times in the course of the whole twelve months.

MR. S. H. PARKER thought this was the last straw that would break the camel's back. The House had stood a great deal in connection with this vote, but he did not think it was going to stand any more. He looked upon this item as a snare and a delusion, and, out of consideration for the officer himself, he felt bound to vote for the motion to strike it out. £25 would neither buy a horse nor keep a horse fit for an officer holding the high rank which this gallant officer held, and it would be far better that he should be provided with a steed

from the police stables on such rare occasions as there should be necessity for him to use a horse.

The committee divided on the amendment to strike out the item, the numbers being—

Ayes	14
Noes	6
Majority for	8

AYES.	NOES.
Mr. Brown	Hon. A. P. Hensman
Mr. Burt	Mr. Mason
Mr. Carey	Hon. J. Forrest
Mr. Crowther	Mr. Hamersley
Mr. Davis	Mr. Marmion
Mr. Glyde	Hon. M. Fraser (Teller).
Mr. Grant	
Mr. Loton	
Mr. S. S. Parker	
Mr. S. H. Parker	
Mr. Randell	
Mr. Shenton	
Mr. Venn	
Mr. Steere (Teller).	

The amendment was therefore carried.

MR. STEERE called attention to the item "Drill Instructor's passage to the colony, £110." This, he said, was a larger allowance than they paid towards the passage of officers coming out here to occupy the highest appointments; even a member of the Executive would not be allowed so much, and it did seem to him monstrous that the colony should be asked to pay £110 for the passage of a Drill Instructor.

MR. BURT: The Horse Guards again.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he was informed that this was the actual amount paid for an intermediate passage for the officer in question, including his wife and family.

MR. STEERE thought it would be very satisfactory to the House to be informed how the money was expended.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he would find out, and let hon. members know. He would now move that progress be reported, and leave given the committee to sit again next day.

Agreed to.

Progress reported.

MESSAGE (No 7): RE-ORGANISATION OF WORKS AND RAILWAYS DEPARTMENT.

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

" Referring to the 25th paragraph of the Speech with which he opened the session, to the published despatch* from the Right Honorable the Secretary of State for the Colonies, No. 48, of the 14th of July, 1882, and to the vacancies now existing in the two chief offices of the permanent staff of the Works and Railways Departments, namely, the office of Director of Public Works and Commissioner of Railways, and the office of Superintendent of Works, the Governor has the honor to consult the Honorable the Legislative Council respecting the future organization of these important branches of the public service.

" 2. The first point which the Council will doubtless consider is, whether the two departments named are to continue under the management of one officer? If the economical reasons which have rendered this combination desirable cannot yet be set aside, the best course would seem to be, to raise the salary of the conjoined Departments from £600 (the present amount) to £800 or £900 a year, and to appoint, from England, for a term of three or five years, at the option of the Government, an active, able man, well-experienced, not only in railway engineering, but also in traffic management, and further qualified to give an effective general oversight to the public works of the colony. As regards this latter portion of his duties, the new Director of Works would of course be responsible for the proper execution of all public works; but, if the two Departments are still to be administered together, it would be well, the Governor thinks, that the officer appointed should, as far as possible, be relieved of the details of the ordinary public works, and be assisted in this department by a thoroughly trained Superintendent of Works, who might also be procured from England, at a salary of £500 a year, being an increase of £100 on the present payment.

" 3. The 10th paragraph of the Secretary of State's despatch above mentioned, and the Governor's own experience of such appointments, lead to the conclusion that it would be possible to obtain the services of a Director of

" Public Works and Commissioner of Railways, with the qualifications above described. The arrangement indicated, which could at any time be altered, would altogether involve a new charge of not more than £300 or £400 a year, and would be more economical than separating the departments, while it would allow the Works and Railways administrations to be both represented, as heretofore, in the Executive and Legislative Councils by their responsible head. If the Commissioner of Railways retained, as in the past, his supervision and powers over lines in course of construction, one-third of his salary, or £266 to £300 a year, might be defrayed from loan account, as representing payment for duties connected with loan expenditure. If it were determined that the Commissioner should have nothing to do with Railways in course of construction, the organic law of the office would have to be altered.

" 4. Should it, however, be deemed better to separate the Departments, an efficient Director of Works, qualified, by a knowledge of Railway engineering, to supervise the construction of Railways in progress, could, no doubt, be procured from England at a salary of £600 or £700 a year, and a portion of this salary might be charged to loan account. For a salary of £750 a year, a qualified General Manager and Maintenance Engineer of the opened lines of Railway could, it is believed, be procured. Such an appointment was recently made in Mauritius, with very satisfactory result, at a salary, in a bad climate, of £950 a year. Should this arrangement be adopted, the salary of the Superintendent of Works could remain at its present figure of £400 a year, and the increased outlay would therefore be £750 or £850 a year, of which £300 or £350, half the salary of the Director of Works, might be charged to loan account, so long as a line in course of construction was supervised by the Director. A similar allocation would be proper under any arrangement which gave the Director of Works or Commissioner of Railways charge of lines under construction.

" 5. Should it be desired, not only to separate the Public Works from the Railway Department, but also the

* See " Votes and Proceedings," 1882, Paper No. 36.

“ general management from the engineering of the opened lines of Railway, a further expense would have to be incurred, and the salary of a maintenance engineer, at say £450 a year, would require to be provided. In this case, however, £600 or £650 might suffice for the General Manager, and the total increase under the arrangement would therefore be £1,050 or £1,200 a year.

“ 6. If it were further thought that the engineering supervision of railways in course of construction should be entirely separated (as is generally the case) from the ordinary departments of Government, and should be provided for by a special staff appearing on the Loan Estimates, and that the Director of Works should have nothing to do with Railways, his attention being confined to the ordinary public works in progress in different parts of the Colony, the salaries of the permanent staff of the Works and Railways Departments would, except that the Director of Works need not receive more than £600 a year, remain as in paragraph 5, while the charge of the supervising staff appearing on the Railway Loan Estimates of lines under construction would be increased by £400 or £500 a year, making a total increase of from £1450 to £1600 a year. No doubt, if we could afford to set economical considerations on one side, this, the most expensive arrangement, is that which would work best.

“ 7. On the whole, the Governor's opinion is in favor of the arrangement indicated in the second paragraph of this Message. The failing health of the late Director had for some time past precluded the present system from having a fair trial, and, looking to the comparatively small traffic which as yet passes over our opened lines of railway, to the value of the presence in the colony of the class of officer whom a salary of £800 or £900 a year would attract, to the greater power of work of such an officer, to the proposed appointment of a higher paid Superintendent of Works, and to the need for economy, the Governor is inclined to think that the Works and Railways Departments might with advantage be allowed to continue, for a further period,

“ and in the manner stated, under one head. While mentioning his own opinion, the Governor, however, now principally desires to ascertain that of the Legislative Council.

“ 8. A table showing the nature and effect of the various arrangements referred to in this Message is annexed.*
“ Government House, Perth, 28th July, 1884.”

THE COLONIAL SECRETARY (Hon. M. Fraser) moved that the Message be referred to a select committee; such committee to consist of Mr. Mason, Mr. Steere, Mr. Marmion, Mr. Shenton, Mr. S. H. Parker, and, by leave, Mr. Randell, Mr. Carey, and the mover.

MR. S. H. PARKER required that the committee be formed in accordance with Standing Order No. 69.

The members having delivered to the Clerk the names of members to serve on such committee, the Clerk reported to the Speaker the following names as having the greatest number of votes:—The Honorable M. Fraser, Mr. Carey, Mr. Marmion, Mr. S. H. Parker, Mr. Randell, Mr. Shenton, Mr. Steere, and Mr. Loton.

MESSAGE (No 8): WATER SUPPLY AND SANITATION, PERTH AND FREMANTLE.

THE SPEAKER notified the receipt of the following Message from His Excellency the Governor:

“ Referring to the 19th paragraph of the Speech with which he opened the Session, the Governor has the honor to request the Honorable the Legislative Council to consider whether, looking to the present condition of the water supply of Perth and Fremantle, and to its bearing on the public health, there are any special steps which the Government can properly take, in order to assist the two chief towns of the colony in a matter so vital to the welfare of their inhabitants as the provision of a pure and plentiful supply of fresh water for domestic use.

“ 2. In some parts of the City of Perth, the supply of water of any sort in the dry months of the year is very insufficient. The sewage of most houses in both Perth and Fremantle is disposed of in cess-pits, not far from which the

“house well is often sunk. In his report
 “for last year, the Colonial Surgeon
 “states that he has ‘for many years
 “‘past animadverted on the absence of
 “‘some system of sewage disposal, and
 “‘the consequent contamination of drink-
 “‘ing water, not only in Perth and
 “‘Fremantle, but in other towns of the
 “‘colony,’ and that he returns to the
 “subject ‘in the hope that, ere long,
 “‘Municipal Councils will become alive
 “‘to a sense of their duty.’ Dr. Waylen
 “adds that, ‘fever and diphtheria may
 “‘be looked upon as endemic diseases
 “‘in Perth and Fremantle, fostered by
 “‘sewage contamination of air and
 “‘water.’ The members of the Legis-
 “lative Council have, doubtless, also
 “perused the ‘Suggestions,’ a copy of
 “which is annexed, ‘respecting sanitary
 “improvement in Western Australia,’
 “in which the Colonial Surgeon at
 “Fremantle, Dr. Barnett, drew forcible
 “attention, so long ago as the year
 “1876, to the evils arising from the
 “proximity of cesspits and wells.

“3. It will be at once seen that the
 “question of improving the Water Supply
 “of Perth and Fremantle divides itself
 “into several parts.

“4. In the first place, can anything be
 “done to do away with the present very
 “obnoxious cesspit system? As to this,
 “the Governor would ask the Council to
 “consider whether household cesspits in
 “towns of over a thousand inhabitants
 “should not be entirely prohibited, the
 “dry-earth system of the disposal of
 “sewage being adopted; the expense to
 “fall partly on the Municipality, and
 “partly on the householders. It is pro-
 “bable that, after a time, the sewage
 “might be disposed of for a considerable
 “annual sum as manure. This was
 “found to be the case in Mauritius,
 “where the dry-earth system of sewage
 “removal is a source of revenue. If
 “cesspits are at all to be allowed in
 “Perth, Fremantle, or Albany, should
 “they not at least be certified as pro-
 “perly bricked and cemented, and should
 “there not be rigid rules for their peri-
 “odical cleansing?

“5. The abolition, as above suggested,
 “of what may be described as the well
 “and cesspit system of water supply, is
 “a matter entirely within the province
 “of the Municipal Authorities. But the

“Council might consider whether any
 “provision, with the object indicated,
 “could properly be inserted in the Build-
 “ing Act now before the Council.

“6. It is also important, in the second
 “place, to consider whether the existing
 “supply of water on the spot, obtained
 “from wells and springs, might not be
 “rendered purer and more plentiful by
 “boring for artesian water. Here the
 “Government might possibly render some
 “assistance, and, in connection with this
 “part of the subject, as also with the
 “general question of sinking for water
 “in the colony, the Governor takes this
 “occasion to lay before the Council infor-
 “mation obtained from the South Aus-
 “tralian and Victorian Governments
 “respecting the diamond drills in use in
 “those colonies. These drills, however,
 “appear very expensive to purchase and
 “work, and a more ordinary apparatus
 “might suffice for the needs of this
 “colony.

“7. The town of Fremantle has to
 “contend with special difficulties of its
 “own in the matter of water supply, and
 “has lately, by its Municipality, applied
 “to the Government to be allowed to
 “connect service pipes with the main
 “leading from the Convict Establishment
 “to the Jetty. The extent and sufficiency
 “of the prison tanks and wells for such a
 “service appearing very doubtful, the
 “Governor has only felt able to allow
 “some additional public fountains to be
 “connected with the Government main.
 “But perhaps some steps might be taken
 “to more exactly measure and determine
 “the resources of the prison tanks and
 “wells, and to develop them by further
 “sinking or storage.

“8. There is, lastly, the larger question
 “of leading water to the two towns from
 “some outside source, possibly many
 “miles distant. The expense of such a
 “work may prevent us looking to it as
 “an immediate remedy. Ultimately,
 “however, water-works will most likely
 “have to be undertaken; and it would
 “not be premature, even now, to ascer-
 “tain the feasibility, the cost, and the
 “details of a scheme.

“9. The Governor is aware he is refer-
 “ring a somewhat technical subject to
 “the Council; and he is not at all sure
 “that the best way of proceeding would
 “not be to appoint a Commission of

"Inquiry. However, it will be open for the Council to recommend this, should they think proper, and the Governor has desired to strengthen his hands at the outset, in an important matter, by ascertaining the views of the Legislature of the Colony.

"Government House, Perth, 28th July, 1884."

THE COLONIAL SECRETARY (Hon. M. Fraser) moved that the Message be referred to a select committee, consisting of Mr. Mason, Mr. Shenton, Mr. S. H. Parker, Mr. Marmion, Mr. Loton, and, by leave, Sir T. Cockburn-Campbell, and the mover.

Agreed to.

DESIGNS AND TRADE MARKS BILL.

Read a third time and passed.

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

LEGISLATIVE COUNCIL,

Tuesday, 29th July, 1884.

New Railway Station, Guildford—Customs Ordinance, 1860, Amendment Bill: first reading—Supplementary Estimates, 1881: further considered in committee—Message (No. 9): Police Benefit Fund—Message (No. 10): Extension of Telegraph Hours—Message (No. 11): Working of the Stores Department—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

NEW RAILWAY STATION, GUILDFORD.

MR. STEERE asked the Commissioner of Railways when it is intended to erect a new station at Guildford, the present station being on a siding and very inconveniently situated for passengers.

THE COMMISSIONER OF RAILWAYS (Mr. C. T. Mason) said that steps would be taken as soon as possible towards the erection of a more suitable structure.

CUSTOMS ORDINANCE, 1860, AMENDMENT BILL.

THE COLONIAL SECRETARY (Hon. M. Fraser) moved the first reading of a Bill to amend "The Customs Ordinance, 1860."

Motion agreed to.

Bill read a first time.

SUPPLEMENTARY ESTIMATES, 1884.

The House then went into committee for the further consideration of these Estimates.

Volunteer Department.—Resumed Debate.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he had made inquiries as to the cost of the Drill Instructor's passage to the colony, and it appeared that it was arranged by the Colonial Office, in the first instance, that he and his family should come out by a sailing vessel, the *Fitzroy*, but, owing to an alteration in the date of the departure of that vessel, it was arranged that the Drill Instructor and his family should come out in the s.s. *Bonnington*, the passage money, inclusive of bedding, etc., amounting to £103 16s. 9d.; in addition to which there was railway fare to the port of shipment and some expenses attending the landing in this colony, which made up a total of £110.

The item was then agreed to, and a sum not exceeding £529 17s. 6d. voted for the Volunteer Department.

Works and Buildings, Item £10,388 13s. 2d.:

MR. CAREY, referring to the item "Telegraph buildings, Roebourne and Cossack, £800," asked whether the Audit Committee had approved of this expenditure?

THE COLONIAL SECRETARY (Hon. M. Fraser) said the matter was referred to the Audit Committee, but they thought the expenditure might wait for confirmation by the Legislature.

MR. MARMION said surely when the question of constructing the telegraph line was under consideration and the specifications were prepared, these buildings were not overlooked. It must have been known that the line would be of no use without offices. If, as he understood, there was likely to be some little balance