

were in no way subject to military discipline.

MR. BURT said the probability was that these gentlemen would already have a license for their fowling-pieces. He could not go out practising rifle shooting unless he was the owner of a gun, and, being the owner of a gun, he would of course take out a license.

MR. CROWTHER thought the clause would never work in country places. Sandalwood men and shepherds always carried a gun, the former generally on their teams, and they could not be expected to throw their guns away on entering the limits of a municipality.

MR. LOTON said that the new subsection proposed by the hon. member for the Murray would be no protection to persons residing within the prescribed limits. A man who had a license might want to send his wife to the gunsmith, but if the messenger also was not licensed to carry a gun he would be liable to a penalty.

MR. BURT moved that progress be reported, and leave given to sit again.

Agreed to.

Progress reported.

APPROPRIATION BILL (SUPPLEMENTARY), 1885.

Read a third time and passed.

The House adjourned at a quarter to twelve o'clock, p.m.

LEGISLATIVE COUNCIL,

Friday, 11th September, 1885.

Message (No. 24): Assenting to Appropriation Bill—Paper (Ostrich Farming)—Waddington Railway Scheme—Hamelin Commonage—Native Commission: Report of Select Committee (Message No. 20)—Reports of Debates—Public Works, Immigration, Surveys, Roads and Bridges (Message No. 23)—Municipal Institutions Act Amendment Bill: further considered in committee—Gun License Bill: further considered in committee—Adjournment.

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

PRAYERS.

MESSAGE (No. 24): ASSENTING TO APPROPRIATION BILL (SUPPLEMENTARY.)

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

"The Governor informs the Honorable the Legislative Council that he has this day assented, in Her Majesty's name, to the undermentioned Bill:—

"1. *An Act to provide for the Payment of certain additional and unforeseen Expenses in the year One thousand eight hundred and eighty-five, over and above the Estimates for that year.*

"Government House, Perth, 11th September, 1885."

OSTRICH FARMING: MR. MALCOLM'S APPLICATION.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) laid upon the table papers relating to an application from Mr. Malcolm, of South Australia, asking for a concession of land for ostrich farming, on certain conditions.

MR. WADDINGTON'S RAILWAY SCHEME: CORRESPONDENCE.

MR. STEERE, in accordance with notice, asked the Colonial Secretary to lay upon the table any correspondence that had taken place between Mr. Waddington and the Government, and between Mr. Waddington and the Crown Agents, with reference to the construction of a Land Grant Railway between Guildford and the Greenough, since the last Session of the Council.

THE COLONIAL SECRETARY (Hon. M. Fraser) promised to do so.

POSITION OF HAMELIN COMMONAGE.

MR. LAYMAN, without comment, moved the following resolution: "That in the opinion of this House it is deemed undesirable (as affecting the principle of security of tenure) that the Government should resume or alienate Pastoral lands, so as to dispossess tenants of the Crown, where such a course can be avoided; and holding in view the above, this Council is also of opinion, That the Commonage Reserve granted to the bullock drivers at the Hamelin is not required in its present

"special position, and could have been suitably placed within the limits of unoccupied Crown lands, and therefore this Council would venture to express a hope that the Government may deem it advisable to reconsider the question of this Commonage."

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said that personally he had not the slightest objection to any hon. member asking any question or passing any criticism upon any action taken by the department over which he had the honor to preside; but he did think the present resolution was rather far-fetched. It began by setting forth a principle which he expected every member of the House would endorse—that there should be no unnecessary interference with the security of tenures. He did not think anyone could charge the Government with having shown any desire or inclination to do that. For his own part he had always tried, so far as he could, to protect the interests of the pastoralists. He should have been pleased if the hon. member had spoken to his motion, and given the House some information as to how many people had complained to him with reference to the position of this commonage. He believed himself that the complaints had been very few indeed. The only representations that he (the Commissioner) had received were from two lessees, who had been interfered with to some little extent. The resolution also stated that which he thought was not a fact. It alleged that this commonage "could have been suitably placed within the limits of unoccupied Crown lands." He believed there was no unoccupied Crown land about there, and the reserve must have come out of somebody's run. He thought the whole matter was a very small affair indeed, to occupy the time and attention of the House with. Of the two lessees who had complained, one paid 50s. and the other 30s. a year rent for his land. He had pointed out to these gentlemen that other people must have some run for their stock, that Western Australia was not made for pastoral leaseholders alone, and that, as settlement extended, pastoral tenants must expect to give way to some little extent. He thought himself these

people had not a leg to stand upon, and that they were making great fuss about nothing.

MR. LAYMAN said all he had asked was for the Government to reconsider the question. Should they come to the same conclusion as before, why, there would be no harm in it.

MR. BURGESS was surprised at any hon. member bringing such a resolution before that House. He quite agreed with the Commissioner of Crown Lands that as settlement extended all leaseholders must expect to have portions of their runs resumed.

The resolution was then put and negatived.

NATIVE COMMISSION'S REPORT

(MESSAGE No. 20).

MR. BURGESS moved that the recommendations of the select committee appointed to consider the report of the Native Commission be adopted. The committee, with the exception of the Surveyor General, were opposed to the appointment of a board of management at Perth, as suggested by the Commission, the committee considering that such a board was not only unnecessary but that it would tend to hamper the action of native protectors in country districts. The committee recommended that all stipendiary magistrates be appointed protectors of natives, also that such honorary justices of the peace and country settlers as the Governor may choose to appoint may act as honorary protectors. These native protectors were to be empowered to spend the amount allotted to each district for native purposes, and to report periodically to the Government, as to the nature of the relief granted. The committee also recommended that grants of land might be given, as well as some assistance out of public funds, towards any well-devised scheme of private mission work for natives, and—following a suggestion made by the Government Resident at Roebourne—that a small fee be charged on all agreements entered into between employers and their natives, the money so received to be devoted to the support of aged and infirm aborigines.

The recommendations of the committee were adopted without comment, *en bloc*.

REPORT OF DEBATES IN COUNCIL.

MR. BROWN, in accordance with notice, moved, "That this House having considered the report of the select committee in reference to 'certain questions' in connection with the production of 'the reports of the debates in Council,' generally approves of the recommendations contained therein." Those recommendations, he might say, were embodied in the following passage from the select committee's report: "They (the committee) advise that the present arrangements be abandoned, and that a competent phonographist be appointed as *Hansard* reporter, directly responsible to the Government for the due performance of his duties, and bound to supply the material for *Hansard* at such times as may enable it to be printed within three months from the close of each session of Council; and further to hold himself at the disposal of the Government to report proceedings upon Commissions, Select Committees of the Legislative Council, Deputations, and public occasions. Your Committee are of opinion that the reporter should be free to make his own arrangements for supplying any or all of the newspapers with reports of the debates and proceedings of Council; and they are able to report that a competent person can be procured who will undertake the duties before enumerated for the sum of £200 per annum, one-fourth of the amount to be paid at the commencement of the first session of the Council in each year, another fourth at its conclusion, and the remainder when all the material for *Hansard* for the year is in the hands of the Government Printer; and the sum of one guinea per day extra when employed upon reporting proceedings of Commissions, Select Committees, Deputations, or public occasions. This emolument appears to your committee reasonable, and they advise that arrangements be made accordingly." Hon. members would observe that the resolution which he now submitted stated that the House "generally approved" of these recommendations; he thought it was better to put it in these general terms, otherwise the Government might imagine that they could not go outside these recommendations in any way. Perhaps the Govern-

ment might desire to make some slight departure from the terms of the committee's report, so long as the principle of employing an independent reporter was adhered to. He should also add that there was a slight omission in the report. It stated a sum of one guinea per day extra when employed upon work outside the debates in Council: he ought perhaps to have added that it would be necessary to pay the reporter so much per folio for copying the notes taken upon those occasions. The usual rate, he understood, was about 8d. per folio.

The motion was then put and passed.

EASTERN RAILWAY, IMMIGRATION, SURVEYS, ROADS AND BRIDGES (MESSAGE No. 23).

THE COLONIAL SECRETARY (Hon. M. Fraser), in moving the consideration of the message received from His Excellency the Governor on Tuesday, suggesting that, after a free and full discussion, the House should acquaint His Excellency with its views upon the proposal of the Engineer-in-Chief that a sum of £15,000 be provided to make good certain defects on the Eastern Railway, and upon the suggestion that the immigration fund be increased by £10,000, the vote for roads and bridges increased by £5,000, and the vote for surveys augmented by £5,000 (together with other proposals), said that when he made his financial statement the other day he confined himself strictly to the ascertained condition of the colony's finances, by a reference to the amount actually brought forward from last year and the amount of the estimated revenue for the current year. He was guided strictly by the facts and figures of the case, and the conclusion he arrived at was, that at the end of this year there would be a surplus balance of about £42,000, which he estimated would be reduced to £30,000 by the end of 1886. The hon. member for Fremantle, in criticising the budget, made a very telling and searching speech, and put forward certain figures with a view to show that in the hon. member's opinion the surplus balance had been under-estimated, and that the House and the Government would be justified in pledging the revenues of the colony to a larger expenditure than was provided on next year's Estimates for

the purpose of immigration, surveys, and roads and bridges. The hon. member's calculations were purely speculative, though based upon a reasonable and not improbable theory; whereas the figures which he (the Colonial Secretary) had put forward were the product of a simple arithmetical sum—so much brought forward from last year and so much revenue received this year, from which was deducted the expenditure for the year. It was true that although there were no grounds for positively saying that the product of this simple sum in arithmetic would not in the actual result be increased, still it was quite possible that the revenue under some heads, such as Customs and Land, might be larger than had been estimated. A very large number of English vessels were shortly due, and, doubtless, the Customs revenue would be considerably swelled. There were also reasonable grounds, he understood, for assuming that the estimated territorial revenue would be exceeded; and there was another point, which he did not allude to the other evening, but to which he might now refer, namely, that a considerable portion of the money which had been appropriated for the purpose of meeting interest on the recently raised loan will probably be recouped from the interest which we shall receive from the banks, here and elsewhere, for the half year, in respect of the fixed deposits lodged with them. So that although there were no actual facts that would warrant him in saying that the balance at the end of the year will be superior to the amount already estimated, still there were reasonable grounds for supposing that the £42,000 may be exceeded; and the Governor, after fully considering the position, and being anxious as far as practicable not to stay or thwart any action which that House might consider desirable with regard to immigration, surveys, roads, and other works, had communicated with the House, and asked them to say whether or not they thought it would be advisable to anticipate a larger surplus at the end of the current year than that which he had estimated, so that, in the event of such being the case, the Government might be in a position to undertake these additional works. With regard to some of the works referred to in His Excellency's

message, he thought it would be wise on their part not to take action with reference to them that evening; but there were other works with regard to which it was desirable there should be no delay. The first of these was the provision of a sum of £15,000 to make good certain defects on the Eastern Railway. The Engineer-in-Chief, in the elaborate and precise report which hon. members had in their hands, pointed out the absolute necessity for some provision being made to ensure a more efficient working of this line; and he was sure that everyone who had read the report, and also the report of the select committee, would agree as to the desirability of this work being proceeded with, without delay, and he understood that the hon. member for the Gascoyne was prepared with a resolution on the subject. Next came the provision to carry out the proposals of the Board of Immigration, for which a further sum of £10,000 was required. It was very desirable that this provision should be made, so that the Board might make the necessary arrangements for carrying out their fresh proposals. Following upon this came the three proposals with reference to land grant railways; and probably hon. members would agree that it would be well for the present to postpone the consideration of these proposals. It was optional of course for the committee to consider all these items in any order they might desire, and he simply threw out the suggestion that there was no immediate necessity for considering these land grant proposals that evening. Then again there was an application made by the Postmaster General for a grant of £5,000 for repoling the Eucla telegraph line, and he thought he should do right in drawing the attention of hon. members to this question, for this was a sort of charge which they might look upon as likely in future to be cropping up periodically, in connection with our lengthy telegraph lines, and which would have to be borne out of general revenue. The route of this Eucla telegraph line, as hon. members were aware, was along the seaboard, and the action of the sea air had had a very prejudicial effect upon some part of the line, both as regards the poling, the wiring, and the insulators. The Postmaster General had

made a careful estimate of the cost of re-
 poling the line, and it appeared that a sum
 of £3,000 was required, without delay, if
 practicable, in order that the line may be
 placed in good order. Hon. members
 perhaps might desire to obtain further
 information on this subject, but he
 thought it right to call their attention to
 it, and also to the fact that large sums
 will have to be provided from time to
 time for such repairs, and the renewal of
 our telegraph lines. Following upon
 this was the provision of a further sum
 of £4,227 to complete the construction of
 the Roebourne telegraph. Hon. mem-
 bers were aware that a deviation was
 made in the route of this line as origin-
 ally laid out and contracted for; and this
 deviation had entailed a considerable
 extra expenditure. When the vote for
 this line was originally taken it was not
 exactly known what the length of the
 line would be, and the sum now asked
 for was required for the completion of
 the work. Then there was a proposal as
 to increasing the vote for surveys. He
 was sure that no one regretted more than
 he did the stern necessity which existed,
 when preparing the Estimates, for cur-
 tailing the vote for surveys. He hoped,
 however, that they might yet see their
 way clear, in the event of the finances of
 the colony at the end of the current
 year warranting it, to increase the ex-
 penditure under this head. He was not
 aware that he need say any more at this
 stage. The hon. member for the Gas-
 coyne, he understood, had prepared some
 resolutions dealing with most of these
 proposals, in which resolutions he might
 say he concurred.

MR. BROWN said he thought it
 would be desirable they should deal with
 each proposal separately, and in the
 order in which they appeared in His
 Excellency's message. The first pro-
 posal related to the provision of a sum of
 £15,000 to make good certain defects,
 pointed out by the Engineer-in-Chief, in
 connection with the Eastern Railway,
 and, with regard to this, he would move
 the following resolution: Paragraph
 (a) *Eastern Railway*—"It is desirable
 "that a sum of £15,000 shall be pro-
 "vided to complete the Eastern Railway,
 "in accordance with the recommenda-
 "tions of the Engineer-in-Chief, sup-
 "ported by a select committee of this

"House, and that it shall be charged to
 "'Contingencies' in schedule to Loan
 "Act, 1884." The money was wanted,
 and he did not see how otherwise it was
 to be provided.

MR. SHENTON, whilst approving of
 the resolution, thought it was incumbent
 upon hon. members to express some
 opinion upon the report which had been
 made upon this subject by the Engineer-
 in-Chief. He, for one, at any rate,
 wished to place on record his sentiments
 with regard to what had been stated as
 to this railway having been "starved,"—
 which the Engineer-in-Chief told them
 was the main reason why this expenditure
 of £15,000 had been necessitated. He
 wished to point out that it was not that
 House which was to blame if the line
 had been starved. On more than one
 occasion, hon. members had actually
 pressed money upon the Railway Depart-
 ment for the proper completion and
 equipment of this line. Even so late as
 last session, on two occasions, when a
 vote was asked for, an opinion was ex-
 pressed by hon. members that the sum
 asked for was not sufficient. The de-
 partment asked for £10,000 for locomotives,
 but the House considered that at
 least double that amount was necessary,
 and, eventually, simply at the instigation
 of the hon. members of that House, the
 vote was increased to £20,000. In the
 same way, with regard to rolling stock
 and other matters; and if the members
 of that House had had their own way, a
 great many of these defects would not
 have to be provided for now. Seeing,
 however, that the line was at present in
 the defective state pointed out by the
 Engineer-in-Chief, he thought it was in-
 incumbent upon them to vote the sum now
 asked for; otherwise, if the necessary
 repairs and requirements of the line were
 not attended to, but put off, the result
 would be, as in times gone past, that we
 shall have to provide a much larger sum,
 two or three years hence. He regretted
 there was no money available to meet
 the suggestion of the Engineer-in-Chief
 that something should be done to remove
 the present heavy gradients on the line,
 going through the Range, which he be-
 lieved would cost at least £20,000. He
 thought every engineer who had seen the
 line concurred, that, with the present
 gradients, it would always be a most ex-

pensive line to work; but, unfortunately, we were not in a position at present to carry out the suggestion of the Commissioner, and the line for the present must be worked in the best way we could. He hoped, however, as regards any railways to be constructed in the future, that a sufficient sum would be provided to ensure careful surveys being made beforehand, so that all heavy gradients may, as far as possible, be avoided.

MR. STEERE said he did not intend to oppose the appropriation of this £15,000 as proposed out of "Contingencies," for it was very necessary that the railway should be put in thorough working order. At the same time, he would like to point out to the House the very dangerous precedent they were setting here, in appropriating out of the item for "contingencies" a sum of £15,000 for such a work as this. There was no doubt in his mind that this item of "contingencies" was only intended to apply to such of the works on the schedule for which the money appropriated might not prove sufficient. It was never contemplated that the money should be taken for another work altogether—a work that was not thought of at the time the schedule was prepared. He should also like to draw attention to the practice which had hitherto obtained of nearly always under-estimating the amounts required for public works in this colony, with the result that, when the loan money did not prove sufficient, they had to fall back upon the public revenue. The Roebourne telegraph line was a case in point. He contended that the sum required for the completion of this line ought not to be taken out of revenue, and that it ought to be debited to loan account. But, unfortunately, we had no loan account to which it could be debited. It seemed, however, to him that this was an amount that might fairly be taken out of the vote for contingencies in the loan schedule, for a portion of that loan was appropriated to the extension of this line to Derby.

MR. MARMION was rather inclined to think that the course now proposed to adopt with regard to this £15,000 was not the best course that could be taken, though possibly there was no other course open for them. He was inclined to agree with the last speaker that it was

a somewhat dangerous precedent to follow. He said this, although a member of the select committee who had recommended the adoption of this course. They were bound to adopt the advice given to them by the responsible head of the department, and the money must be found somehow; and, as it was very certain it could not come out of revenue, it must come out of loan money.

MR. CROWTHER thought they must now simply make the best they could out of a bad bargain. If the money was wanted they might make up their minds that it would be found, and he intended to support the resolution. As to who was responsible for "starving" their railways, he did not think that as a rule that House was in the habit of pitching money at the heads of those in charge of public departments. On the contrary, he thought that as a rule the House was inclined to adopt the other extreme. On more than one occasion he distinctly remembered the late Commissioner saying that unless the House voted what he asked, or did what he suggested should be done, the responsibility must rest with hon. members, and they must not blame him for it. He thought that this eternal meddling with departmental questions was becoming a serious and a growing evil. The members of that House pretended to know more about the business of the Government than the officials of the Government themselves knew. His own idea with regard to these matters was this: let them give what the head of the department considered necessary, and let them hold him responsible for the expenditure of the money, and, if they found that he did not put it to the best advantage, or that the money was misappropriated or wasted, why, let him go.

The resolution submitted by the hon. member for the Gascoyne was then put and passed.

Paragraph (b) *Immigration* :

MR. BROWN said the next proposal he had to make was with reference to providing a sum of £10,000 to increase the immigration fund for the ensuing year. He had now to move a resolution to this effect,—that should there be a balance to the credit of the colony at the end of this year, exceeding the sum of £42,000 (the amount estimated by the

Government), a sum of £10,000 should be appropriated for the purposes of immigration. Hon. members were all agreed as to the great desirability of enabling the Board of Immigration to carry out their intention to introduce a thousand immigrants between this and the end of next year. He himself had no fear as to the revenue admitting of this proposed expenditure. He was quite satisfied that the figures so ably and lucidly put forward the other evening by the hon. member for Fremantle would be realised; and he believed a great many persons had come to the conclusion, since that speech was made, that we shall have a balance of over £70,000, instead of £42,000 at the end of the year. His own opinion was that we shall have a balance of at least £80,000; therefore he would have no fear at all himself in making this vote for immigration a direct charge upon next year's Estimates, for he could see perfectly plainly where the money was to come from. His resolution, however, it would be seen, was drawn up in such a way as to leave it to the Government and the Finance Committee, who represented the members of that House, to determine whether the expenditure of this £10,000 for immigration purposes shall be sanctioned. That, of course, would entirely depend upon the financial position of the colony. If they considered that the finances of the colony warranted the expenditure, the present resolution would be a sufficient authority for them to carry out the wishes of the House. The intention was this: supposing, instead of a balance of £42,000, there should be a balance of £43,000, it would then be the duty of the Government to devote the difference (£6,000) to carry out the proposals of the Board of Immigration; or, if there should be £10,000 available, over and above the present estimated balance, then this £10,000 should be devoted to that purpose. He now moved: "It being desirable that a sum of £10,000 should be provided for Immigration during the year 1886, this Council is of opinion that, should the balance to the credit of the colony at the end of this year exceed £42,702 19s. 3d.—the amount estimated by the Government,—of the sum in excess an amount not above Ten thousand pounds

"should be appropriated to this purpose, and be a first charge against such excess."

MR. SHENTON said he had thought this matter over very carefully, and looking at the actual amount of revenue and expenditure for the first half of the year, he thought there was every reason to suppose that there will be a larger balance in hand on the 31st December next than the Colonial Secretary had anticipated. With regard to this immigration scheme he thought the simplest plan out of the difficulty was this: the unexpended balance now in the hands of the Board of Immigration, about £12,000, would enable the Board to carry on their work until May or June next, by which time the Government would be in a position to know how their finances stood, and if they then found that they would be justified in spending this extra £10,000, they might do so.

MR. CROWTHER thought they might safely place this amount on the Estimates, and be done with it. Even according to the Colonial Secretary's own estimate, there would be a surplus balance of at least £42,000 at the end of this year, and £30,000 at the end of next year. Why should all this money be left lying idle, when they could make good use of it? He would move, as an amendment, that an address be presented to the Governor asking him to place a sum of £10,000 on the Estimates for 1886, for immigration purposes.

MR. STEERE hoped the Board of Immigration would proceed to work, with the money already at their disposal, whether they received this extra amount or not. He thought that should be thoroughly understood; and that whatever the result of this discussion might be the Board would set to work at once, and make the money they had in hand go as far as they could.

MR. BROWN said that for his own part he did not much care whether the original resolution or the amendment was carried; but he did consider that it was very desirable we should be able to show a credit balance of not less than £30,000. He objected to the principle of locking up money as a rule, but he thought the fact of our having a surplus balance at our command was calculated to have a very beneficial effect, in the

event of our entering the money market for the purpose of borrowing.

MR. STEERE thought the House would be in a better position to deal with this question, if the Colonial Secretary were to say whether he was prepared to accept the figures of the hon. member for Fremantle as to the probable estimated balance at the end of the current year, or whether the hon. gentleman still adhered to the statement he himself made the other evening. There was a wide margin between £42,000 and £70,000, or the hon. member for the Gascoyne's £80,000—a very wide margin indeed. Of course, if the House could be assured that there would be this large balance, every hon. member probably would vote for the amendment of the hon. member for the Greenough; but if the leader of the Government still adhered to the figures which he presented to the House the other evening, he thought it would be well for the committee to agree to the proposal of the hon. member for the Gascoyne.

THE COLONIAL SECRETARY (Hon. M. Fraser) thought he had the other evening made it plain that with the figures before him he could not accept a balance greater than £42,000. He had already explained the very simple process by which he arrived at that balance, and at the present moment he was not prepared to accept any other balance, which would be purely a speculative one. Under the circumstances, he was not prepared to make this £10,000 a direct charge upon the Estimates. The safer course to adopt was the course suggested by the hon. member for the Gascoyne, and that was a course which the Government would offer no opposition to. As to the money in the chest remaining idle, the money in the chest did not remain idle, or unproductive. The money was not in the chest but in the bank, and was interest-bearing; and, to that extent, it contributed to the revenue.

MR. HARPER hoped the committee would agree to the amendment. He thought they were in danger of adopting a "penny wise and a pound foolish" policy in this matter, which he thought was a mistaken policy altogether. Tenders would presently be called for a considerable number of public works,

throughout the colony, and, if the labor market should be at all bare, of course contractors would take that into consideration and frame their tenders accordingly, with the result that the colony would have to pay a great deal more for these works than otherwise it need do. Contractors were bound to base their calculations upon the condition of the labor market. Besides this, if we limited the operations of the Board to the present system of immigration, and all our available labor were to be attracted, as undoubtedly it would be attracted, to these public works, many of the industries of the colony would be in a great measure starved, and our railways were bound to suffer in consequence. He thought it was a most important thing that while we were contemplating entering upon all these public works we should at the same time be prepared to introduce fresh labor into the colony. This was a very serious question, to his mind, and he felt sure if some steps were not taken to increase our labor supply, the colony would pay very dearly for it.

The amendment of the hon. member for the Greenough was then put, and negatived on the voices, and the original resolution affirmed.

Paragraph (g) *Telegraphs* :

MR. BROWN said he was not prepared with any resolution with regard to the land grant railway proposals referred to in His Excellency's message; and, with reference to the Postmaster General's application for £3,000 to repole the Eucla telegraph line, he thought the House should be placed in possession of some further information as to that proposal. It was an extraordinary thing, if this was such an urgent work, that they had never heard a word about it until now. With regard to the provision of a further sum of £4,227 to complete the construction of the Roebourne telegraph line, he had always looked upon this line as a section of a line extending to Derby, in the first instance, and then in the direction of Cambridge Gulf, until it connected us with the South Australian line at Port Darwin; and, as there was £35,000 provided in the Loan Act for extending the line from Roebourne to Derby, he thought this £4,227 might fairly come out of that amount. He would therefore move: "That this House is of opinion that the

"sum of £4,227, required to complete the Roebourne Telegraph Line, should be made a charge against the item 'Telegraph Roebourne to Derby,' on 'Schedule to Loan Act, 1884.'"

MR. MARMION thought it was very desirable that the House should have some information as to how this estimate had been arrived at, and why the original estimate had proved insufficient.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said he believed no detailed estimate had ever been made as to what the line would cost. So much money was said to be required for the work, and the Council voted it. That seemed to be the history of all their expenditure upon railways and telegraphs. A rough guess was made as to how much this or that undertaking would cost, and "O, let us put down £20,000," or "let us put down £40,000," as the case might be—that was how it was done. So much money was voted, and the House then waited to see how far it would go. That may have been a simple way of getting over the matter, but it was hardly business-like, and he was not surprised to find that further sums were required to complete this work and that work.

MR. STEERE said the hon. gentleman must not blame the House for it. The money was voted upon the estimates of his predecessor.

The resolution submitted by Mr. BROWN was then put and passed.

MR. BROWN said he had no resolution to submit with reference to the vote for roads and bridges. A sum of £10,000 was already placed on the Estimates under that head, and he thought there was a great deal in the argument that the House should only help those who showed a disposition to help themselves. The District Roads Boards had full power to levy local rates for the maintenance of roads, and therefore he thought there was no necessity to increase the present vote out of public funds at all. He thought surveys were of very much more importance to the colony. The money expended on surveys yielded an immediate return, and, in that respect, it was better than the money expended on most of our public works, or even upon immigration. It brought settlers and men of means and enterprise into the colony,

and so helped largely to increase our land revenue. Therefore it was his intention to move, presently, that the vote for surveys be increased by £5,000.

Paragraph (h) Roads:

MR. STEERE said before that was done he would move that the vote for Roads and Bridges be increased. He was afraid the hon. member for the Gascoyne had ceased to feel much interest in roads since he came to Perth to live; the hon. member formerly used to be a most strenuous advocate for roads. He thought himself that, next to immigration, this was the most important question they had to deal with in connection with this message; and he begged to move, "That, in the event of there being any surplus revenue over the estimated balance and the amount required for immigration, for 1886, the next charge upon such surplus should be a sum of £5,000 for roads." He considered it more important that they should have an extra amount for roads than for surveys. He doubted whether there would be any necessity at all for surveys in the Northern district next year,—at any rate there would be no harm in allowing to remain in abeyance for one session.

THE SURVEYOR GENERAL (Hon. J. Forrest) said he merely rose to take exception to what had just fallen from the hon. member who last spoke, who seemed to think that the surveys at the North must be nearly completed. On the contrary, he believed that they would not be completed twenty years hence. There were parts of our Northern territory yet absolutely unknown. Although they were included in the Governor's commission, we had never gone to the trouble of even looking at them to see whether the country was worth having or not. As to the vote for roads, he thought that railway extension ought to some extent to lessen the necessity for voting so much money for roads. There was the road from Guildford to York, for instance, on which there was comparatively very little traffic now, since the railway was opened; and, as further lines were in contemplation in various parts of the colony, the necessity for keeping up the roads would be less than when all the traffic of the country went by road. A sum of £10,000 was already provided

for roads and bridges, and, as the Roads Boards had the power to levy local taxation if they liked, he thought they could do very well on this amount for a year or two. With regard to the statement that roads were more important than surveys, he did not know of anything more depressing and unsatisfactory to people than to be in ignorance of the true boundaries of their land. He was besieged in all directions to have lands surveyed. In many cases immigrants, who had to perform certain improvements, and special occupation holders who had to improve their land within a given time, were unable to do so, because the land was not surveyed.

MR. CROWTHER said he would support the resolution of the hon. member Mr. Steere. It was only since the hon. member for the Gascoyne had come to be a southerner that the hon. member cried out for local taxation by District Roads Boards. It was all very well for town members to tell country people to tax themselves if they wanted roads; but when it came to a proposal to tax the inhabitants of the towns if they wanted pavements,—oh, dear no. The other day one hon. member residing in Perth told them they ought to tax their land; another hon. member residing in Perth now told them they ought to tax their roads. They better tax all they had, and let them clear out of the colony.

MR. MARMION said he intended to oppose the motion. He saw no reason whatever why the country districts should not tax themselves like the rate-payers in the towns were taxed for keeping the streets and footpaths in repair. The residents of country districts seemed to regard the Treasury chest as a sort of milch cow, that would stand any demand made upon it. An enormous sum of money had been expended on roads during the past ten years, and, for his own part, if he had his way, these Roads Boards should not have a sixpence out of the Treasury until they showed their willingness to rely on their own local contributions. He thought it would be wise policy on the part of their country friends to adopt that principle of their own accord, rather than have it forced upon them, as they would before long.

MR. LOTON said that, in his opinion, roads and surveys were of equal im-

portance, and he intended to support the resolution. As to the argument of the hon. member for Fremantle, to only help those who helped themselves,—on the same principle they ought to make those who had railways to maintain them, and keep them in order. Many people now contributed towards the construction and maintenance of railways, who derived no benefit whatever from them; so that there did not appear to be much in the hon. member's argument if pushed to its extremity.

MR. RANDELL said he must enter his protest against the resolution, unless the hon. member who moved it consented to let Municipalities have some share of this extra amount. He thought the country districts had been treated very liberally indeed in the matter of their roads, and that it was time for the towns to make themselves heard.

MR. BURGESS said the difficulty as to a road tax was how to collect it, owing to the scattered population. The collection of such a tax in many districts would be more than it was worth. If country settlers could not bring their produce into the towns, or to the railways, the residents of the towns must starve. These roads were therefore a public necessity, and a convenience to the whole community. Hon. members must not run away with the idea that it was the towns that kept the country: it was quite the other way.

MR. BURT said the resolution would have his cordial support. If they increased the road vote to £15,000 it would only give an average of about £500 for each district, in some of which there were hundreds of miles of roads to maintain. Almost every district would have to keep a hundred miles of roads in order during the year, and they would have the magnificent sum of £5 per mile a year to do it with. Something had been said about railways doing away with the necessity for roads, but, he would ask, what good were these railways to many parts of the colony? There was a great and pressing demand for roads and bridges in the district which he represented, and which received no benefit from any railway.

THE ATTORNEY GENERAL (Hon. A. P. Hensman) said there appeared to him to be a great deal in what had been

said about helping those who helped themselves. Certain machinery had been provided to enable country residents to provide local taxation for maintaining their roads in repair, but it was now said that this machinery was too cumbersome, that it would cost as much to put it into motion as it would bring in. He could not help thinking that if there was any desire to put it in motion there would be no great difficulty in doing so. Where there was a will there was usually a way. A road in itself was no doubt a good thing, but they must look at roads in comparison with other works of equal importance, and of far more pressing importance, such as surveys, which they had been told were about the most reproductive public works which the colony could have.

MR. BURGESS said he had every respect for the Attorney General's knowledge of law, but when the hon. and learned gentleman talked of roads, and of country roads, he talked of what he evidently knew nothing about.

MR. S. H. PARKER said he used to be an advocate of local taxation at one time, but he thought the question had of late years assumed a different aspect. The colony had expended some thousands of pounds in the construction of railways, and these railways entailed a very considerable loss, which had to be borne by the public generally, whether they were benefited by these railways or not. He thought, before they asked country residents to tax themselves for their roads as well as for these railways, they should call upon the owners of land through which the railways ran to contribute a little more towards the upkeep of these railways.

MR. BROCKMAN thought it would be a suicidal policy to reduce the grant for roads. It was a mistaken notion altogether to think that railways relieved the roads of traffic; on the contrary, they conduced to increase the road traffic generally. The only road which a railway relieved was that which ran alongside it: the traffic on all other roads in the district was increased, otherwise how was the railway to be fed?

MR. PEARSE said he intended to support the resolution. He considered it very important indeed that the roads and bridges of the colony should be kept

up. As to local taxation, he knew it was tried at Fremantle by the district Road Board, but when the roll was made up it was found that it would not pay to collect the tax.

The resolution was then put and carried.

Paragraph (2) *Surveys*:

MR. BROWN moved the following resolution: "It being desirable to provide a further sum of £5,000 for Surveys during the year 1886, this Council is of opinion that should the balance to the credit of the colony at the end of this year warrant it, such expenditure should be incurred." It was unnecessary that he should say anything further with regard to the subject.

MR. GRANT pointed out the desirability of continuing the surveys undertaken in the North district, and especially at Kimberley, which the hon. member said had been the salvation of this colony. Many a £500,000 loan would yet be raised upon the strength of Kimberley. He would move that, out of the £5,000 now proposed for surveys, a sum of £2,000 be expended in the Kimberley district.

MR. BROWN thought the apportionment of the money might be left to the Government. Circumstances might arise which would make it desirable to expend the whole of this money in the Kimberley district—the discovery of a gold-field for instance.

MR. MARMION asked the Surveyor General how he proposed to expend the vote, if the money should be available?

THE SURVEYOR GENERAL (Hon. J. Forrest) suggested that £2,000 should be expended in the Kimberley district; £1,000 in the Gascoyne; and £2,000 in the country east of Geraldton.

MR. LOTON referred to what was said by the hon. member for the North (Mr. McRae) last session, when the vote for surveys in Kimberley was under discussion. That hon. member probably knew more about the district than anybody else in that House, and he told them last year that he thought the surveys in the Kimberley district were getting ahead of settlement. "There were only some fourteen settlers" (the hon. member said) "in the whole district, and he noticed that if this vote (£3,000) passed, something like £11,500 will have been ex-

pended in surveys in the district within three years. He thought they might leave the Kimberley surveys alone for a season." This was Mr. McRae's opinion last year, and since then some more money had been expended in the district. He thought this £5,000 would be expended to much greater advantage in the Central Districts of the colony, or, at all events, that the hands of the Government ought not to be tied in the matter.

THE SURVEYOR GENERAL (Hon. J. Forrest) pointed out that there was a sum of £4,000 already on the Estimates for next year, for surveys in the Central District; and probably two of the staff surveyors would also be employed in that district, so that they might estimate upon £5,000 worth of surveys being undertaken there. The land revenue received from Kimberley this year amounted to nearly £20,000—one-fifth of the whole land revenue of the colony; and he firmly believed that had we not prosecuted surveys in the district we should not have derived anything like that amount of revenue from it. He believed we had received about £100,000 from this district since it was thrown open, and he did not suppose we had expended more than about £12,000 in it. He should be very sorry indeed for the impression to get abroad that we had abandoned any further surveys in the district: it would have a most prejudicial effect upon the revenue.

MR. MARMION asked the Surveyor General whether he felt that in all cases the men he had in the field in that district were men who could be depended upon? He had heard doubts expressed on the subject of their competency; but whether there was any ground for it or not he could not say.

THE SURVEYOR GENERAL (Hon. J. Forrest) said he could most unhesitatingly state that he had the most perfect confidence in the competency of every officer employed on surveys in the North.

MR. GRANT having withdrawn his amendment, the resolution as moved by Mr. Brown was put and passed.

Progress was then reported.

MUNICIPAL INSTITUTIONS ACT AMENDMENT BILL.

This bill was further considered in committee.

Upon the two new clauses introduced by Mr. Wittenoom, when the bill was under discussion before—limiting the application of the bill to Perth and Fremantle—being put,

MR. RANDELL pointed out that the only two clauses left in the bill that in any way affected other municipalities besides Perth and Fremantle were those which altered and extended the hours of polling, which would certainly be a convenience to the electors in country places. The other clauses were simply permissive, enabling other municipalities to adopt them when it was considered the necessity for doing so had arrived. As he understood the hon. member for Geraldton (who was absent) did not lay much stress upon the matter, he did not think the committee would be inclined to accept these new clauses.

The question, that the new clauses be added, was then put and negatived.

Preamble and title—agreed to.

Bill reported.

GUN LICENSE BILL.

The House went into committee for the further consideration of this bill.

Clause 7.—Penalty for using or carrying gun without a license:

MR. BURT, with leave, withdrew the amendment he had proposed in this clause, by adding a new sub-section. The hon. member said he thought he had arrived at a simpler solution of the difficulty that seemed to embarrass the committee the other evening, as to people carrying guns for the purpose of being repaired, or when not intended for use. He moved to insert after the word "carried," in the 5th line of the fourth proviso, the words "for use."

MR. MARMION said this would not meet the difficulty that struck him. A person might be carrying a gun within the limits of a municipality, with the intention of using beyond the limits of a municipality, and beyond the limits prescribed by the bill itself.

MR. BURT said it would be impossible to meet every imaginary difficulty.

The amendment upon being put was adopted, and the clause as amended put and passed.

Clause 8.—“When a gun is carried in parts by two or more persons in company, each and every one of such persons shall be deemed to carry a gun:”

THE ATTORNEY GENERAL (Hon. A. P. Hensman): I must say I cannot see the force of this section.

MR. BURT said one person might carry the stock and another the barrel, and both would swear they were not carrying a gun. The clause was taken word for word from the English Act.

MR. MARMION said he looked upon the whole bill as an unwarrantable interference with the liberty of the subject. There had been no demand for such a bill outside the House, and he ventured to say that if passed this session it would have to be swept off the statute book next year. It was nothing better than a Peace Preservation Act. The hon. member told them it was a transcript of the English Act, but the hon. member did not tell them what was the object and the intention of the English Act. Once more he must protest, and protest most solemnly against the passing of such an uncalled for and vexatious measure in this colony.

MR. BURT said that since he had introduced the bill he had already been thanked for doing so, even by the hon. member for Fremantle's own constituents.

MR. MARMION said there might be a few individuals who favored the bill, but he felt certain that a large majority of the people of the colony would be against it, if polled to-morrow.

The clause was then put and passed.

Clause 9.—“It shall be lawful for any police constable to demand from any person using or carrying a gun (not being a person in the naval, military, or volunteer service of Her Majesty, or in the police force, using or carrying a gun in the performance of his duty, or while engaged in target practice) the production of a license granted to such person under this Act:”

MR. BURT moved to insert after the word “carrying,” in the third line, the words “for use”—which was agreed to. The hon. member also moved, in order to meet the difficulty suggested the other

evening by the hon. member for Gascoyne, that after the word “practice,” in the eighth line, the words “or an honorary member of a Volunteer corps using or carrying a gun for use in target practice,” be inserted.

Agreed to, without discussion.

The remaining clauses were adopted *sub silentio*.

MR. BURT moved the following new clause: “This Act shall come into operation on the 1st January, 1886.”

Agreed to, without comment.

Schedules, preamble, and title:

Agreed to.

Bill reported.

The House adjourned at a quarter to twelve o'clock, p.m.

LEGISLATIVE COUNCIL,

Monday, 14th September, 1885.

Purchase of Government Mail Services—Revenue and Expenditure of North and Kimberley Districts—Customs Ordinance, 1860, Amendment Bill: first reading—Land Regulations—Church of England Collegiate School Bill: second reading—Explosives Bill: third reading—Election Petitions Amendment Bill: motion for second reading negatived—Two Bridges over the Swan—Estimates, 1886: further considered in committee—Adjournment.

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

PRAYERS.

OFFER TO PURCHASE GOVERNMENT MAIL SERVICES.

THE COLONIAL SECRETARY (Hon. M. Fraser) laid on the table a proposal made to the Government by Mr. E. Potter to contract for the Perth, Bunbury, and Vasse mail services, and offering to purchase the Government mail services of the colony. The hon. member said he would bring the proposal formally under the consideration of the House in a day or two.