

"consideration of a further reasonable concession of land agree to sell to the Government the Railway already constructed, as well as all stations, sidings, and jetties connected with the said Railway, such Railway, stations, sidings, jetties, and extension to be handed over to the Government when the term of occupancy the company holds under its articles of agreement has expired, or been otherwise determined." The hon. member said he was quite satisfied that any argument urged in support of the amendment would be thrown away, the subject having been thoroughly threshed out the other evening, and he only put forward the amendment as an expression of his own views on the subject.

Mr. BURGESS was understood to support the amendment, on the ground that the proposal put forward by the Jarrah-dale Company would tend to make Rockingham the chief port of the Colony.

Mr. VENN said he also would support the amendment, as he had in no way changed his opinion since he sat on the Select Committee appointed to inquire into Mr. Casey's proposal. He did not think the Colony could afford to construct more railways out of borrowed money, and the best thing we could do was to get them constructed for us, paying for them with land, of which we have no scarcity.

Question—That the words proposed to be struck out stand part of the Resolution—put.

Committee divided.

Ayes	...	...	10
Noes	...	...	5

Majority for	...	5
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#### AYES.

Mr. Carey  
Mr. Glyde  
Mr. Grant  
Mr. Higham  
Sir L. S. Leake  
Mr. Marmion  
Mr. S. S. Parker  
Mr. Randell  
Mr. Steere  
Mr. Shenton (Teller.)

#### NOES.

Lord Gifford  
The Hon. M. Fraser  
Mr. Burgess  
Mr. Venn  
Mr. Brown (Teller.)

The resolution was therefore adopted.

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

## LEGISLATIVE COUNCIL,

Friday, 15th September, 1882.

Casualty Hospital at Fremantle—Jetty Accommodation at Fremantle in connection with the Eastern Railway: Consideration of Report of Select Committee—Return of Salaries drawn by Officers of the Civil Service—Immigration from the Australasian Colonies—Coastal Steam Service: Report of Select Committee—Stamp Duties Bill: third reading—Kimberley Railway (Message No. 8): Adjourned debate—Adjournment.

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

PRAYERS.

### CASUALTY HOSPITAL AT FREMANTLE.

THE COLONIAL SECRETARY (Lord Gifford) stated that His Excellency the Governor had directed him to inform the House that an endeavor would be made to find a suitable building at Fremantle for a Casualty Ward, with reference to which an Address was adopted, on the motion of Mr. MARMION, on the 29th August, ultimo.

### JETTY ACCOMMODATION AT FREMANTLE IN CONNECTION WITH THE EASTERN RAILWAY: REPORT OF SELECT COMMITTEE.

#### IN COMMITTEE.

THE COLONIAL SECRETARY (Lord Gifford) moved, "That an Humble Address be presented to His Excellency the Governor, informing His Excellency that the Council approves of the Report of the Select Committee on the Eastern Railway Jetty accommodation at Fremantle, and the Council prays that His Excellency will be pleased to take steps to carry out the recommendations of the Select Committee, and to cause statistics to be collected of the amount of revenue that may be expected from increased harbor accommodation with a view to furthering this work so soon as it can be shown that the Colony is in a position to undertake harbor works of some magnitude." Hon. members were aware that it was originally proposed to expend £10,000 in extending the new jetty, but the Committee having inquired into the matter, and taken the evidence of competent men, such as the Director of Public Works and the Harbor Master, also the testimony of practical men such

as Mr. John Bateman, Mr. Owston, and Capt. Fothergill, came to the conclusion that any expenditure of money on this jetty, in extending it 400ft., as originally proposed, would confer but little benefit on the shipping, and would not give the railway any greater facilities than already exist, which the Committee considered absolutely essential in any system of harbor improvements to be undertaken at Fremantle. Such extension, it was found, would give no greater depth of water, and consequently could not accommodate vessels of any greater draught than those which are now able to berth alongside the jetty. This being the case, the Committee consulted the Director of Public Works on the subject, and Mr. Thomas suggested a plan for giving greater facilities for working the goods traffic to and from the railway terminus in connection with the shipping, by carrying out certain improvements on the present jetties so as to connect the entire railway system with the jetty heads, and thus, to some extent, obviate the trouble and expense which the public labor render at present in conveying goods landed or loaded at the jetties, to and from the railway station. What Mr. Thomas recommended was to re-lay the tramway from the terminus, repair the old South jetty, and, if necessary, put a fresh turntable, and also widen the present structure. It was also proposed to purchase a small shunting engine to work the jetty traffic, as the present railway engines were too heavy and cumbrous for that purpose. These improvements would enable coasters and lighters to discharge vessels lying in the harbor, and goods would be conveyed direct from the jetty head to the railway terminus and thence to their destination. In addition to this, it was proposed to appropriate a further sum of £500 to be expended in laying suitable moorings for vessels to make fast to, when berthed alongside the new jetty, as considerable damage was now caused both to the jetty itself and to vessels making use of it, consequent upon bumping, as no means at present exist to prevent vessels surging against the frame of the jetty. The Committee were of opinion that the cost of these moorings would ultimately be saved by lessening expenditure on jetty repairs, now a constant source of expense. He

thought that, at present, this was about as far as we could go, in this direction, but, looking at the increase of shipping business at Fremantle—the tonnage having more than doubled within the last ten years—the Committee could not but consider the proposed improvements as temporary expedients, and that, in order to give Fremantle such harbor and wharfage accommodation as its importance warranted, some more elaborate scheme would have to be adopted before long, and the Committee recommended that, as soon as the funds of the Colony will admit, another loan should be initiated, with a view to making Fremantle what he might call a reliable port of call, in all weather, to any kind of vessel. He did not suppose any hon. member would object to that, and the Committee suggested that the next large loan undertaken shall be one to make Fremantle a thoroughly good harbor. If they considered how rapidly our financial equilibrium had been restored, and the upward tendency of our revenue, he thought it would be agreed that the day was not far distant when the Colony would be justified in undertaking this further liability. He believed that no scheme for improved harbor accommodation at Fremantle possessed such advantages as the alternative plan recommended some years ago by Sir John Coode, which, at an estimated cost of £242,000, would provide a harbor sufficiently large to accommodate the loading and discharging of all vessels trading here, for some years to come. This design contemplated the formation of an open timber viaduct, 1,800 feet in length, extending in a West-south-west direction from the South-west angle of Arthur's Head towards the Beagle Rocks, and terminating in 20ft. of water. At this point, and in continuation of the viaduct, it was proposed to construct a work of solid masonry, 700 feet in length, having a sheltering parapet, thus answering the two-fold purposes of a breakwater and a sheltered quay. This scheme, if carried out—and he saw no reason why it should not be carried out, at no distant date—would afford shelter and accommodation to every class of vessels, and enable them to lay alongside the wharf, and discharge their cargo right into the railway trucks. What he proposed to do now was to ask

the House to agree to an Address to the Governor, praying that His Excellency will be pleased, during the recess, to cause statistics and reliable data to be collected as to the extent of the shipping business at Fremantle, in order to see how far the receipts which would be derivable from such a work as this would go to meet the interest on the outlay, and to place such information before the House at its next Session.

MR. RANDELL congratulated the Select Committee upon the very able and interesting report they had presented to the House. He thought, taking it on the whole, it was as good a report as any that had been presented to the House this Session. He was glad to find that the Select Committee had taken a comprehensive and liberal view of this question, and he thought the steps proposed to be taken would meet with the concurrence of the House generally. He did not think there would be more than one hon. member, at any rate—he alluded to his hon. friend on the left (Mr. Burges)—who would be inclined to oppose the scheme, on the ground that the principal seaport\* of the Colony ought to be at Rockingham rather than Fremantle. He looked forward with a considerable degree of confidence to the day when, if the report of the Select Committee were adopted, as no doubt it would, Fremantle will present such harbor facilities as will admit of vessels coming there which are now deterred from calling, and that not only will it afford accommodation for sailing vessels of large tonnage, but also be available for a coaling station for steamers, which must prove of great advantage not only to Fremantle but to the Colony generally, for it must be admitted that anything which tends to develop and increase the prosperity of the two towns of Perth and Fremantle must tend to directly benefit the central district of the Colony, and indirectly every other district, inasmuch as it means increased trade, and provides for country districts a market which they cannot avail themselves of elsewhere, in competition with the outside world. It was with very great pleasure that he supported the adoption of this report. He thought the minor scheme proposed for the temporary improvement of the port was a well-considered scheme, and one

well calculated to accomplish the object in view. It would be remembered that, among the members who were consulted by His Excellency the Governor, with reference to the proposed loan for Public Works, two of them (Mr. Burt and himself) reserved their decision as to the proposal to extend the Fremantle Jetty, being doubtful whether such extension would prove of any utility, and it was satisfactory to him to find that the Select Committee had arrived at the same conclusion.

MR. BROWN had no doubt that, when they came to look the question in the face, this proposal to expend £242,000 in harbor improvements at Fremantle would not frighten them; but, as the subject was an exceedingly important one, and involved a very large expenditure, he hoped the House would not jump at any hasty conclusion in the matter, and in order to enable hon. members to have further time to consider the scheme recommended by the Select Committee, he now moved that Progress be reported.

MR. SHENTON failed to see what was to be gained by reporting Progress, and he hoped the question would be settled that evening. Sir John Coode's report had been before them for four years, and hon. members ought to be conversant with it by this time. He thought they were all in accord as to the inutility of expending any money in extending the new jetty at Fremantle, and that the improvements suggested by the Select Committee were only temporary expedients. The scheme of harbor works recommended for adoption hereafter was one which not only would meet our requirements as regards the shipping, and form a coaling station for steamers, but would also be, as pointed out by Capt. Fothergill in his evidence before the Select Committee, the only harbor of refuge on the whole coast. If our revenue increased during the next three years, in the same ratio as it had done within the last three years, he believed there would be no difficulty whatever in the way of our undertaking this great work, say within two years time. It would not be necessary to call in all the money at once, but by instalments as required. The work would extend over a considerable period of time, and the loan could be spread over that time.

MR. BROWN thought if they were sincere in their wishes to have harbor improvements carried out at Fremantle, they would best serve the interests of the Colony by going cautiously and carefully to work. The Select Committee gave no reason why this particularly scheme of Sir John Coode's should be adopted in preference to the other schemes put forward by the same eminent authority, and he thought it very desirable indeed that more time should be afforded for the consideration of this report than they had been able to give to it yet.

MR. STEERE thought the evidence attached to the report furnished ample evidence in favor of the adoption of Sir John Coode's scheme as recommended by the Select Committee. It was advocated by all the witnesses examined by the Committee as being a scheme which, at a minimum of cost, would afford the greatest amount of secure anchorage to vessels at all times of the year, and which would largely develop the shipping facilities at the principal port of the Colony. The Director of Public Works recommended it, and Captain Owston when asked what he thought of it, said he considered it an excellent idea, and that so soon as funds were available he would strongly recommend its being gone into. Mr. Bateman, another practical man, said the same, and Capt. Fothergill, a mariner of long experience, when asked by the Committee whether he thoroughly believed in the scheme, said, "Yes, and I desire to say that it would be the only harbor of refuge on the whole west coast of Western Australia." The Harbor Master's opinion was that the scheme was good, and the very best he had seen for a work of that character. In view of this consensus of opinion among practical and experienced men, he thought the Select Committee had been perfectly justified in recommending the adoption of the scheme.

MR. BURT said the Select Committee had gone off the line entirely when they proceeded to consider the question of harbor works. They were simply appointed to consider and report on the most desirable steps to be taken for the improvement of jetty accommodation, with a view, chiefly, of connecting the new jetty with the railway station, and,

so far as this was concerned, they seemed to have done nothing at all, but to have confined their attention to the old jetty, and then wandered off to Sir John Coode's scheme.

MR. S. H. PARKER congratulated the Government on having that evening enunciated much more liberal and progressive views than he should have expected from them, in the face of the unfortunate remark which fell from His Excellency the Governor as to the Colony having reached the limits of its borrowing powers. The noble lord now contemplated with equanimity the expenditure of hundreds of thousands in harbor improvements at Fremantle, and he must say, if the Government were fairly represented by the views expressed by the right hon. gentleman that evening, the Government were now quite in accord with the liberal and progressive views which had been enunciated by the members of that House years ago. Since his return from England he had always been impressed with the desirability of having a good and safe harbor at Fremantle, with a view to induce the P. & O. Co.'s steamers, and other ocean-going vessels, to put in there. He could not imagine any work which would be more likely to prove reproductive, and more calculated to promote the welfare and progress of the Colony.

MR. MARMION said he had been surprised at the statements which had been made by the hon. member for Geraldton and the hon. member for the Williams. The latter said they had gone off the track altogether, and that the Select Committee had done the same; and the former said the Committee had given no reasons for pinning their faith to Sir John Coode's scheme. So far from the Committee having gone off the track, he thought they were to be commended for having dealt with the subject in such a thorough and business-like manner. They had obtained the evidence of persons whose opinions even the hon. member for Geraldton was bound to respect, with reference to the large scheme of improvements which the Colony, sooner or later, must undertake; and, meanwhile, they had recommended the adoption of a scheme which would answer the purpose of connecting the present jetty with the railway, so as to facilitate traffic.

Progress was then reported, and leave given to sit again on Monday, 18th September.

#### RETURN OF SALARIES DRAWN BY OFFICERS OF THE CIVIL SERVICE.

MR. CROWTHER, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, praying that the Council may be furnished yearly with a return showing the total amount of salary and emoluments drawn by each officer in the public service; such return to be so prepared that members may have full and clear information regarding all cases in which public servants hold a plurality of offices and draw pay from different sources and under different heads." The hon. member said he had moved a similar resolution in 1880, and a return was then furnished, but not so as to show at a glance what amount of salary each Public Officer was drawing from all sources. He thought, if such a return were furnished every year, it would be of great assistance to the Council in dealing with the Estimates. Had a return of this character been prepared for the information of hon. members this Session, for instance, he certainly should have made a stand against at least one item. He was sure the noble lord, the leader of the Government, would, with his usual courtesy and desire to meet the wishes of the House, accede to the request now made.

THE COLONIAL SECRETARY (Lord Gifford) said the object in view could easily be accomplished without the necessity of furnishing a separate yearly return. If the hon. member would leave the matter in his (the noble lord's) hands, he thought he would be able to meet the hon. member's wishes. What he proposed to do was to insert an additional column in the Blue Book showing at a glance the various emoluments which each officer in the Public Service is in receipt of. If the hon. member would accept this suggestion, the Address need not be adopted.

MR. CROWTHER: With all my heart. Accepting as I do the assurance of the noble lord that the information asked for shall be furnished in the Blue

Book, I will, with the leave of the House, withdraw my resolution.

Resolution withdrawn.

#### IMMIGRATION FROM THE AUSTRALASIAN COLONIES.

MR. CAREY, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to again put in force the 1st and 2nd paragraphs of the regulations of 30th March, 1875, as regards 'Immigration from the Australasian Colonies,' as follows:—

"In accordance with the recommendation of the Legislative Council that encouragement be afforded to private individuals who may introduce Europeans from the Eastern Colonies, His Excellency the Governor directs it to be notified, for general information, as follows:—

- "1. Passage money at a rate not exceeding six pounds for each statute adult will be paid to persons who may prove to the satisfaction of the Governor that they have introduced from the Australasian Colonies European Immigrants of the laboring classes, who may be open to general engagement on arrival.
- "2. Assistance towards the passages of the wives and families of persons so introduced will be given in like ratio. Unmarried females of adult age for whom passage money is sought, must comply with the rule as to general engagement."

The hon. member said he had been induced to bring forward his motion from a knowledge that some of the best immigrants we ever had have come here from the neighboring colonies,—men who were acclimatised and used to colonial work, who were far more handy than immigrants coming from a country like England, unaccustomed to colonial labor and colonial customs. He did not propose to go beyond the first and second of the regulations referred to, as the remainder dealt with the question of giving land grants to immigrants so introduced; and, as they had already rejected that principle when dealing with the question of immigration from England, it would be inconsistent to ask the House to affirm the principle in connection with immigration from the Australian Colonies. There were plenty of good men out of work in the sister colonies, who would be glad to come

here, and who would make a very useful and desirable class of immigrants, especially of the stamp required in the Southern Districts.

MR. STEERE said he would support the motion, because he had always been in favor of allowing those who introduced labor into the Colony to go where they chose for their supply. The objection raised to our encouraging immigration from the neighboring colonies on the score that it would be an injustice towards those colonies was purely a sentimental one.

MR. S. H. PARKER thought that objection might in a great measure be removed by striking out the words "from the Australasian Colonies," which would leave people who wished to introduce labor to do so from any country they liked, provided that the bonus shall not exceed £6. He therefore hoped the hon. member for the Vasse would pardon him if he moved an amendment upon his resolution,—not for the purpose in any way of offering any opposition to the proposal put forward, but with a view to render it more acceptable, probably to the Government. He would therefore move, in lieu of the original resolution, the following amendment: "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to put in force the following Regulations on the subject of immigration, that is to say—

- "1. *Passage Money.*—Passage money at a rate not exceeding six pounds for each statute adult will be paid to persons who may prove to the satisfaction of the Governor that they have introduced, at their own expense, European Immigrants of the laboring classes, who may be open to general engagement on arrival."
- "2. *Assistance towards the passages* of the wives and families of persons so introduced will be given in like ratio. Unmarried females of adult age for whom passage money is sought, must comply with the rule as to general engagement."

MR. CAREY said he not only accepted the hon. member's amendment, but he thanked him for it, as it removed any objection which might otherwise be urged against the proposal.

MR. RANDELL said he could not give his consent either to the original resolution or to the amendment. He

thought, of the two, he should have preferred the former, as it was more straightforward than the latter, which was intended as a sort of a trap to catch our unwary neighbors. But he thought the disguise would be readily seen through by the Governments of the other colonies. With the exception of Tasmania and Victoria, all those colonies were importing labor at very great expense, and he thought it would be a very unneighborly act on our part, and not only unneighborly but positively dishonest, to attempt in this way to steal (for it was nothing else) immigrants which our sister colonies had introduced to their own shores at the public expense. It was admitted on all hands that the great want of all our Australian colonies was population, and the majority of them were endeavoring to supply this want by expending, yearly, very large sums of money, and certainly it would not be becoming, under these circumstances, for the Legislature of this Colony to seek to hold out inducements to draw to our own shores the labor which our neighbors had introduced at the expense of their own taxpayers. There was another reason why they should hesitate before passing such a resolution as this. They had read of the man who proceeded to build a house without calculating the cost, and who consequently became the laughing stock of all who passed by. He would ask hon. members whether they had calculated the probable cost of adopting a system of immigration such as that contemplated in the resolution before the House? Some years ago the captain of a vessel, having taken umbrage at something or other while in this Colony, sought to vent his spleen by endeavoring to induce people to leave it, and, to that end, he lowered the passage money or offered some other inducement, with the result, he believed, that a considerable number of persons left the Colony, much to its detriment. How easy it would be for our neighbors to retaliate upon us, if we endeavored, as now proposed, to induce people whom they had introduced at public expense, to leave their shores and come to Western Australia. How would it be, if those colonies were to charter a steamer—and they could much better afford to do it than we can—and give a free passage to

as many of our population as chose to go to "the other side?" We know very well that hundreds of people would only be too glad to avail themselves of such an opportunity of proceeding to the Eastern colonies. Was it not a fact that already there was a continuous exodus from our shores? And was it not likely, if our neighbors paid us back in our own coin, that this exodus would increase, and that we should find in the end that we had attempted a very foolish thing? He hoped, for these reasons, the House would hesitate before it affirmed the proposal now before it.

THE COLONIAL SECRETARY (Lord Gifford) pointed out that any speculative individual might make a very good thing out of this bonus system, as provided in these regulations. He might go to the Poor Houses or the Asylums of the other colonies, and agree with the authorities to ship a full cargo of these undesirable and unsavoury specimens of humanity at the rate of so much per head, less the bonus we offered, and pocket the difference. Not only that, but the Governments of these colonies might retaliate. What was to prevent them, if they thought fit to charter a steamer and give free passages to any of our working classes who may wish to depart from our shores?

MR. GRANT did not think the working classes of Western Australia were so much in favor in the other colonies that they would ever be likely to lay on a steamer to bring them over there. There was nothing new in this proposal to encourage immigration from the other colonies: the same thing was done years ago by Tasmania and also New Zealand.

MR. MARMION pointed out that, as a rule, persons who introduced labor from the other colonies were persons who required skilled labor, or who required it for some specific purpose, and it was not at all likely that persons who so introduced immigrants would comply with the terms of these regulations, which required that all immigrants so introduced shall be open to general engagement on their arrival.

MR. BROWN presumed that if the House adopted the resolution or the amendment it would be competent for anybody in the Colony to avail himself of the scheme to introduce "his sisters,

and his cousins, and his aunts" from any of the other colonies, at the public expense, claiming from the Government a sum of £6 in respect of each immigrant. He need hardly say he was opposed to the proposal. If there was any surplus population in the other colonies, or any large number of men unable to obtain employment, no doubt our Government might enter into some friendly arrangement with the Governments of those colonies to relieve them of their surplus labor, but he certainly did not approve of the system here proposed for supplying our local requirements.

The amendment and the original resolution, on being put, were negatived on the voices.

#### COASTAL STEAM SERVICE: REPORT OF THE SELECT COMMITTEE.

MR. STEERE, in accordance with notice, moved, "That an Address be presented to His Excellency the Governor, praying that he will be pleased to take steps to carry out the recommendations of the Select Committee appointed to inquire into the existing arrangement for conducting the coastal steam service, with a view to securing an extension of the facilities at present afforded by such service." The Committee recommended that the Government should enforce the terms of the existing contract with Messrs. Lilly & Co., which require the steamers to remain two hours at Bunbury and an hour and a-half at the Vasse, if there are passengers or cargo to or from those ports, and if there are no passengers or cargo, that the steamer should not be allowed to proceed without the required "permit" from the Resident Magistrate; also, that in all cases where the steamer does not leave any port at the appointed time, or does not remain there the stipulated time, a report should be made to the Postmaster General of the state of the weather at any such time. The Select Committee, being unanimously of opinion that some certain means of communication between the Kimberley District and the settled districts of the Colony had become an absolute necessity, recommended that an endeavor should be made, if possible, to secure an extension

of the steam service to Roebuck Bay or some port in that vicinity, failing which, that an arrangement should be at once made for the periodical communication by sailing vessels between Cossack and the Kimberley District, as a temporary expedient.

The motion was adopted.

#### STAMP DUTIES BILL.

Read a third time and passed.

#### KIMBERLEY RAILWAY, MESSAGE (No. 8).

##### ADJOURNED DEBATE. IN COMMITTEE.

MR. VENN: Sir, the other day, when I had the honor of submitting a resolution affirming the desirability of constructing a railway in the Kimberley District upon the land grant system, which resolution was adopted by this House, I then submitted another resolution dealing with what I may call the financial aspect of the question, and on the motion of an hon. member Progress was reported and the debate adjourned. In the course of that debate the hon. and learned gentleman, the Attorney General characterised the scheme as one of poetical fancy rather than a practical project, and the hon. gentleman charged me with having described the country which the railway is intended to traverse in the flowery language of a poet rather than in the sober matter-of-fact language of a practical pioneer. I do not think there was any ground for such an accusation. I described the country as it was described by Gregory, as it was described by Forrest, and not one word was overdrawn. But whatever may be the value of this territory as a pastoral country, it must remain unutilised unless some means are adopted for developing it, and that is the object which the advocates of this railway have in view. The hon. member for the Swan stated that I described the country as a land flowing with milk and honey. I never said anything of the kind. What I did say was that it might be converted into a land flowing with milk and honey. In the course of the debate, I have heard some very wild statements made as to the probable cost of this railway, but I would point out to

hon. members that this is a question which need not necessarily enter as an element into this discussion. The cost of railway construction is simply anything you like, according to the character of the line you require. What is proposed here is a light inexpensive railway such as is within our means, and yet well adapted to develop the resources of the district. I am prepared to say this and on good authority—that such a railway may be constructed for something like £600,000, bearing in mind the favorable character of the country for railway construction, so far as being level ground is concerned. From statistics in my possession showing the cost of light lines of railways in other countries, I have little or no hesitation in saying that. I find from a work published by an eminent authority on railway construction that a railway, 483 miles in length, has been constructed in Sweden, at the rate of £2,000 per mile, and that line has been running since 1875. Sweden is a populous country, and we may presume that the traffic on this line is much greater than it is likely to be on a line running through the Kimberley District. In the Cape, again, I find that a mineral line, 19 miles in length, suitable for the purpose it was constructed, was built for £1,720 a mile, including earthworks, and everything. Material for railway construction can be had even at as low as £500 a mile. It is therefore absurd to talk about this Kimberley railway as being likely to cost millions of money. Sir, the first resolution which I had the pleasure of submitting for the affirmation of the House having been passed, and I think wisely so, it now becomes my duty to invite the serious attention of hon. members to the resolution now before the Committee, as moved by me on Wednesday. This resolution, it will be seen, deals with the business portion of the whole scheme, and my desire, which is also the desire of my honorable friend on the right (Mr. Grant), is to see this railway an accomplished fact—by offering such terms as will induce outside capitalists to come forward and construct it. The resolution we have passed affirms the principle and mode of payment, and I shall now ask honorable members to give meaning to that resolution by offering reasonable



terms with a view to having the work carried out; and doubtless they will be in accord with us in that desire, and support any reasonable offer that may be made. I regret, however, having to remark that, as regards one hon. member of this House, I feel that I am not likely to secure his support to this project; I allude to the hon. member for the Swan, who, ever since he has held a seat in this House, has never yet been to the fore in supporting any progressive measure, when that measure was in its initiatory stage. The hon. member opposed the introduction of steam communication on our coast; the hon. member strenuously opposed the construction of the Eucla telegraph line; and I also believe the hon. member opposed the Eastern Railway, in the first instance,—though since, I understand, the hon. member has assumed the paternity of that line. It is with regret that I refer to these matters, but I feel, judging from the hon. member's past career as a politician,—though always prepared honestly and fearlessly to do his duty, he has considered it his duty to oppose every progressive measure in its initiatory stage; and I feel from his action in the past that there is little or no hope of enlisting the hon. member's sympathy or support in this instance. Sir, in all communities there are two sets of politicians—one set who fix a value upon land, who lock it up from all present use, and allow years to roll on, until by the slow progress of time they have a chance of gaining the value so fixed—like Mr. Micawber waiting for “something to turn up.” The other set are opposite in the extreme; they look upon land as valueless unless it supports a population. They regard it as of no value to the State, as a means of revenue, until it becomes settled upon and utilised by population. They look upon the land only as a means to an end—to secure population, and thus secure a source of revenue. The countries that have followed this more advanced principle stand now before the world as the most rising and the most prosperous, and are steadily becoming, as I have said before, the greatest nations in the world. Sir, it may be well for us to follow an example so well calculated to advance the Colony, and look upon the value of land only in

its relation to the population it will support. Doubtless a large area of land will necessarily be alienated for the construction of this railway, but alienated for what? Why, for value received. Millions of money expended in an uninhabited territory should represent an immense area of that territory. It is so many millions sterling which the State receives for a railway that is the property of the State, while the land alienated still forms part of the State, and while the population placed on that land brings a revenue to the State under a system of public taxation. The land remains there still, the money is expended in the Colony, and the railway becomes the property of the State,—vastly different to the payment of railway construction by loans raised, and when the whole burthen is thrown upon the taxpayers of the Colony, thousands of whom may be situated in the districts far removed from the scene of expenditure, and who may absolutely groan under the load of taxation. By this system of railway construction the Colony has no responsibility as regards levying taxation to cover interest on borrowed capital; it throws all that upon the capitalist, by giving what is useless for what is useful, and for that which will convert into utility all that which remains. The Colony, acting the part of an expert angler, throws out a glittering, valueless fly to catch a valuable fish—a fly which is only of value in proportion to its power to catch such fish—a fly that is useless until it is utilised. No one can have the hardihood to say that it is giving the land away. Money expended on public works, re-invested in land, is not giving land away—

MR. STEERE: I rise to order. The hon. member is reading his speech.

THE CHAIRMAN OF COMMITTEES: I am bound to tell the hon. member that he is entirely out of order if he is reading his speech.

MR. VENN said a great deal of what he was saying was not written. He was simply reading from copious notes, in order not unnecessarily to trespass on the patience of the House, and he regretted that any hon. member should think fit to interpose any obstruction to frustrate the object he had in view. He had no wish to transgress the rules of the House.

**THE CHAIRMAN OF COMMITTEES:** The hon. member is perfectly in order in referring to notes, for the purpose of refreshing his memory, but he is not in order in reading his speech.

**MR. VENN,** proceeding, said: I was saying, when I was interrupted by the hon. member for the Swan, that money expended on public works, and re-invested in land, is not giving land away. The land in the Kimberley country is, I contend, of no value until this money is expended in the formation of a line of railway. Our desire is to give it value, to give life to that district and to the Colony, by promoting settlement; and if this is done at the cost of so much land, it is at the cost of that which at present is worth nothing. Three parts of a country that is rendered valuable to the State by such an undertaking is better than a whole country that has no value without it; and this is a country that cannot be touched or utilised without the aid of the means we indicate. Sir, the scheme is valuable in its entirety or it is not valuable at all. To stop half-way would be worse than terminating the York line in the Darling Range—a scarecrow held out to the ridicule of the world, and showing a want of force, of energy, and of foresight to carry out what is not only a good thing, but a desirable thing. I may be met by hon. members, who may say that territory at almost as great a distance from the seaboard has been settled in the other colonies, without railways; possibly so. I agree with them in that; but, Sir, no territory situated as is Kimberley was ever settled in the other colonies. Kimberley presents singular exceptions; and no reasonable or sensible analogy can be drawn between Kimberley and the outlying districts of the other colonies. In those cases, the seaboard was settled; large populated towns flourished near the harbors, and colonisation and settlement shot back from those towns, and gave a favorable impetus to settlement. It forced settlement, I may say, into the interior, and, if country was settled 300 or 400 miles from the seaboard, that settlement was still at no great distance from some other settlement or townsite. Those districts were forced ahead by the very energy and by the very causes which mark our deficiency—the want of popu-

lation. The population centered in those large towns on the seaboard created a market for the produce of those outstations,—that produce being cattle that could carry themselves to market; and it was by means of cattle alone that those frontier stations were first settled. But where is the market for cattle reared in the Kimberley District? Where is the population? What pioneer will spend the best days of his life to produce an article for which he has no market? And where is the analogy between the two countries? Queensland, when she forced settlement, had a population six times as large as ours at present, and, beyond that, she had inducements to attract to her shores the outside world—the powerful influence of gold discovery. Therefore I say, Sir, no comparisons can be drawn between those countries and Kimberley,—it stands, as I say, singularly alone. There we have about one hundred million acres of land, totally unsettled, the nearest point of which is over three hundred miles from any settled townsite, and over two hundred miles from any established station, with a seaboard of something like six hundred miles. What is the position of those pioneers, who are now at this present moment trying their fortunes in that isolated district? Three hundred miles away from the nearest settlement, and out of the way of all communication, a prey to hordes of savages that may at any moment make a fatal raid upon them. And if any disaster should happen to them, will any hon. member say that such an event would encourage settlement? Would they then place a high value on the Kimberley land? Would it not be almost the death-blow to the occupation of that fine country? Does not the whole district stand a chance of becoming a total failure, unless we anticipate events by such a work as is now before us? Yes. Those few men who have gone there to try their fortunes have doubtless been assisted by others who reside in the settled parts of the Colony; hence a lively interest must naturally be felt and taken by those so interested in the future of Kimberley, and this railway scheme is one that should commend itself to their judgment, as a means of bringing success to their venture, and of giving value to their holdings. It is childish and

foolish to oppose such a scheme simply and purely on the grounds of a leasehold investment—that gives no legal or moral rights whatever—on the grounds that portions of their leases might be transferred by the Government in payment of desirable public works. In any case it would only affect one-half those leaseholders, and only that half directly on the line, which may not be the best or most valuable land. Moreover, at the present moment millions of acres of land remain unapplied for—land that may be just as valuable as that now taken up, and which would, so far as the squatter is concerned, be as valuable to him for his purpose. If the Government to-morrow took this railway in their hands, and elected to pay for its construction by the sale of lands along the line (in open market or otherwise), could speculators or others who happen now to hold blocks along the line, and whose blocks would be submitted for sale—could they have any right whatever to complain? It might suit them, for their own purposes, to endeavor to get rights extended to them which they do not possess under their present leases, purely for speculative purposes, and then, when those rights are acquired, advocate this railway. But the *bonâ fide* settler must hail with delight a scheme calculated in every way to promote his interests and furnish him with a means of speedy transit to the interior; and, even though his lease may be interfered with, he knows there are millions of acres yet to choose from. Objection may be raised in this House against this scheme, clothed in language that may conceal its object, and to give time to speculators—land vultures I may call them—to acquire rights they do not now possess, to obtain security, in order that they may reap the advantages to be derived on the construction of this railway, without any sacrifice whatever, and they will possibly do their best to throw cold water on this great undertaking, and so retard the progress of the Colony, in order to preserve intact their present investments. On the other hand, Sir, we adduce, as one of the greatest recommendations this scheme has, the fact of there being a total absence of vested interests, from a general standpoint. This will enable the Colony to offer liberal inducements for the construction of this line, unfettered

by proprietary rights. Yet, Sir, I must not neglect to say, that I shall be only too glad to give my cordial support to any reasonable suggestions that may be made on behalf of those leaseholders who would be affected by this act of alienation, and also give my cordial support to the Government should they introduce such a measure on their behalf. Our desire is to deal fairly with all, and make this railway a success to the whole Colony. In order to do this, immediate and prompt action is necessary. To procrastinate can in no way benefit the Colony. What further information does this House want? If money is voted by this House to re-explore the land traversed by Mr. Alex. Forrest, will we gain any further information, any more reliable information, than that already in our hand? Do we not believe a thoroughly practical man like him? If his reports are not true, how is it that so much land has already been applied for on speculation? Is it not because people do believe Mr. Forrest? Sir, I believe in this son of the soil entirely; and, beyond that, he is supported by the testimony of those whose veracity no one can impugn, and to whom I have already alluded. And, if further information were obtained to-morrow, will hon. members know better what to do with the country than they do at this moment? Let the country be whatever it may—the richer it is the better,—at present, and, until a railway traverses the length of that land, it remains to us of little or no value. It will pay this country to deal on a liberal basis with that land, to secure this railway, knowing well that the benefits derived by the capitalists on the sale of their lands will be shared equally by the Colony. No further knowledge of the country will or can advance it one step, while, on the other hand, delay may once and for ever sweep the North beyond the reach of the South. I will also mention another reason why it should be the policy of the South to hurry this work,—that is, that upon the construction of this line the borrowing powers of the Colony would be increased immensely, and enable the South to continue extensive public works, and give to the Colony a status she does not now possess. We all know this railway will cost a very considerable sum of money,

but the cost of construction alone need not necessarily be a great item, in order to secure us a suitable railway; that cost will depend entirely upon the style of railway specified by the Government, and it will be their duty to negotiate for a description of railway that, while it meets all our requirements, shall not be expensive. Such a railway may not cost a large sum, as possibly the whole of the country is as favorable for railway construction as it is possible for a country to be, traversing as it would do immense level plains for a greater part of the distance, and possibly nowhere along the line would any costly engineering difficulties have to be overcome. The item of maintenance, however, is a serious one. To construct a line of railway, and, on completion, hand it over to the State, is quite a different thing; but in submitting this scheme to the House and to the country, we have thought it is to the interests of the Colony to provide for the maintenance of the line for, say, five years after its construction, inasmuch as possibly it might press heavily on the Colony to maintain such a line of railway until it had got thoroughly well started, and until such time as the traffic would give a reasonable prospect of the line paying. And if the number of acres per pound sterling of expenditure in construction seems at first high, this fact must be borne in mind—it is to cover cost of maintenance for a term, say, of five years. The number of acres may materially be reduced, provided the period of maintenance is also reduced. The difference between the nominal value of land as calculated by us, and the value indicated in this resolution must be charged to the serious item of maintenance. In the letter now before this House, we have drawn attention to the presumed value of land in the central districts of the Colony, as estimated in the proposals that have already been made to the Government for the construction of a line of railway from York to Albany, to be handed over to the Colony on its completion; and in those proposals eight acres for each pound sterling of expenditure was considered by the promoters as being the lowest for which they would construct that railway. This House, in dealing with the question of telegraphic com-

munication with the North last Session agreed that land in payment for that work should be given at 2s. 6d. per acre, taken up in blocks of a stated size, in the most fertile spots that might be selected by the leaseholders and contractors,—in fact, offering the choicest land in the North District at the price indicated. And yet, Sir, those figures did not offer sufficient inducement to these leaseholders to purchase the choicest land they had, and the Colony has since had to borrow the money to construct the line. Now, Sir, with these facts before us, we are able to arrive at some approximate value of the Kimberley land, and we feel that, when we ask that ten acres of land should be given for every pound sterling of expenditure in construction—to also cover maintenance for a period of five years—we are only asking a reasonable and fair thing. As I have said before, the money is expended in the Colony, and, although the land is given in payment, it does not go out of the country, but still forms part of it, and is still and for ever subject to taxation; and, taken as we propose, in alternate blocks along the line, it gives equal value to the land held by the Colony as the land alienated. One is increased in value equally with the other. It must also be borne in mind that as these allotments will be large, it is also rendered imperative that they shall be taken as they come. It gives no right to pick the eyes out of the country. Good, bad, and indifferent must be taken at the same valuation, some of it, doubtless, being entirely worthless. This is also an important point for consideration, and forms a very considerable element in reducing the value of the land upon the line. In order to make myself clear, let me ask hon. members this question—would they not sooner give 10s. per acre for land in small quantities selected by themselves, than give even 1s. per acre for large areas indicated by the Government, which may embrace a very large percentage of worthless land? That is the position forced upon the contractors of this railway—if they undertake the construction of the line at all—and it is the most safe point upon which the Colony can work, and one that must be borne in mind by hon. members when they decide this question. The land for

the construction of this railway must be taken up along the line, in alternate blocks, and in blocks not less than 50,000 acres, which is totally different and distinct from the principle of selecting land in payment for railway construction *en bloc*, wherever the contractors may choose to select, as done in America, in some instances. Sir, I trust the resolution I shall move will meet with the support of this House. It provides that the Government shall have control and supervision over the expenditure, so that everything shall be done to the satisfaction of the Colony, and the work completed according to specification. It also provides that, on the expenditure of every £50,000—expenditure duly checked by the Government—the land shall be allotted in alternate blocks along the line, in order that the contractors may, if they think proper, realise upon the land as they go. No one can suffer by this scheme. It brings wealth to every leaseholder in that district, and to the Colony. It will in some instances no doubt take away portions of existing leases, but it gives increased value to that not touched. A greater work, in my opinion, was never undertaken by this or any of the neighboring colonies. Its realisation will attract the attention of the civilised world. It must necessarily advance our adopted country, stimulate enterprise, force settlement, improve the status of the Colony, draw from the North an immense revenue, and bind her more closely to the South, and thus federalise the whole in one common bond of brotherhood.

MR. MARMION said, that in the course of the debate the other evening he and others—including, he believed, the noble lord opposite—had been charged with having suggested that this railway would retard settlement rather than otherwise, and that it would not tend to the development of the country. He did not think any such idea ever entered the head of the noble lord, or of anybody else. What was intended to be conveyed was, that if a country is not fit for settlement, a railway will not make it so, nor tend greatly to its development. At present we did not know whether this Kimberley country was adapted for settlement or not, and this railway therefore was premature. It would not make the

district grow tropical products, unless the district was fitted by nature for the growth of such products, and we did not know yet whether it was so or not. Nor would it render the country suited for pastoral occupation, and we were not aware yet whether it was, or was not, well suited for pastoral pursuits. Unless it was, this railway would not make it more so: it would not cause it to become more grassy, or to depasture a single sheep more than at present. If ignorance was bliss, then we were in a most blissful state altogether as regards the capabilities of this district; consequently he considered it was premature on our part to pledge ourselves to any line of action with reference to the alienation of this very extensive territory. As to the hon. member's allusions to land speculators and land "vultures," he would remind the hon. member that the present lessees had, according to the terms of their leases, four years to stock their runs, and, if they had not been able to do so yet, or before the four years had expired, they had no right to be regarded as land vultures, or land speculators, or as anything else but what they were,—*bonâ fide* occupiers of the soil. Talking about land speculation, talking about land-jobbing, could the scheme now before the House be characterised as anything else than a gigantic scheme of land-jobbing? If it meant anything, it meant that. [MR. VENN: No.] He did not use the term in any offensive sense. The promoters of the scheme proposed to treat with capitalists for the construction of the railway on the land grant system, and what would those capitalists do with the land when they got it, but speculate with it? Of course, no one would blame them for that, as a matter of business; but it was absurd to deny that this was not a gigantic land-jobbing scheme, and one seriously affecting the proprietary rights of existing leaseholders, who, if they wanted land in fee, would have to pay 10s. an acre for it, whereas it was proposed that these contractors should have it for 2s. Not only that, the money received from these leaseholders went into the public Treasury, but this other money would go into the pockets of speculators. The second clause of the Kimberley Land Regulations provided that the upset price of rural or suburban land in fee

simple shall be 10s., and it was upon these conditions that the present occupiers had taken up the land, and it would be a breach of faith with them if we were to alienate a large proportion of this territory, and allow it to be thrown into the market at the upset price of 2s. He thought if this resolution were carried, it would be a question of public morality, whether the Government ought not to refund the present occupiers the full amount they had extracted out of their pockets, when they charged 10s. for the land, whereas according to this resolution 2s. was a fair value. As to Mr. Joubert's proposal of 2s. 6d. an acre, naturally the estimate put by that astute gentleman upon the land was as low as he possibly could; but hon. members would have nothing to do with that proposal, and no one who was consulted on the subject condemned it more strongly, or wrote more sensibly with reference to it, than the hon. member for Wellington himself did, the hon. member making good use of this very argument. The hon. member, in the course of his speech, also referred to the proposal made to lessees of land in the North with regard to the construction of the Roe-bourne telegraph line,—a proposal which the hon. member said had met with no response, although the value of the land was placed as low as 2s. an acre. But he would remind the hon. member that that was for land which was known to be utterly useless for any other purpose than pastoral purposes; and, beyond that fact, these lessees were entitled at any time during the currency of their leases to purchase the pick of their land for 5s. an acre, and when it was offered to them at 2s. that was only reckoned to be its present purchase value. Not only that, this telegraph line was regarded on all hands as a most necessary and desirable public work, which that House had previously resolved to undertake by means of a loan, and there was no analogy whatever between it and this scheme.

MR. GRANT regretted very much, the other evening, to notice the sneering way in which the noble lord the leader of the Government treated this proposal, and the contemptuous manner in which he threw down the letter in which the proposals were sketched out, as if the

scheme was not worth the paper it was written on. Such treatment of a subject that had occupied the most earnest attention of any hon. member of that House, and a subject upon which His Excellency the Governor had invited discussion, was unworthy of the noble lord as a gentleman. The elected members of that House were, in their position as legislators, as responsible for their actions and for any measures which they brought before the House, as the noble lord himself was; the only difference was this—the noble lord represented the Government, and the elected members represented the people, and he did not think the noble lord had treated them respectfully when he threw this letter away from him in the contemptuous manner he did, the other evening, and treated with a sneer a scheme which, whatever may be its defects, had been brought forward for the benefit of the Colony and not for personal profit. When first this project was submitted to the Government, the promoters of it had every reason to believe that the Government would be prepared to listen to any reasonable proposals, and they expected to have received the countenance of the Government members to this scheme. They knew very well that unless they had the support of the Government, or if the Government were in opposition to it, they would not be able to carry it out. Judge, then, of his surprise, and how he was taken aback, when he found the noble lord blindly following in the lead of the hon. member for the Swan in condemning these proposals. Now, the hon. member for the Swan was a gentleman who had won the esteem and respect of that House—at all events he could say, for himself, that he held the hon. member in esteem and respect; yet, it was a strange thing, and it was a notorious fact, that the hon. member for the Swan had been always averse to every liberal measure calculated to promote the progress and prosperity of the Colony. The Eucla telegraph scheme, when first mooted, was ridiculed by the hon. member, who said there would not be twenty messages a month; the same with regard to railways, and the same with regard to steam communication on our coast—the hon. member, at the outset, was opposed to every progressive measure, and, true to

his character in the past, the hon. member now opposed this scheme, in its initiative stage, as he did others before,—schemes which afterwards turned out to be of the greatest advantage to the Colony. And he ventured to prognosticate that the hon. member would fall in with the present scheme before long, when he came to consider what advantages it would confer upon the Colony, and that, with the hon. member's usual eloquence, he would be in the van, urging upon the House the adoption of the scheme. The noble lord, too, if he should be with us three years hence, would be doing the same thing, however much he might be inclined to sneer at it now.

The COLONIAL SECRETARY (Lord Gifford) said the hon. member for the North had charged him with being opposed to his scheme; he was opposed to no scheme having for its object the advancement of the Colony—provided he could see there was any probability of the scheme accomplishing what its promoters claimed for it, and, if he was opposed to the present scheme, it was because it was not one which commended itself to him as being likely to confer any such benefits upon the country as the hon. member seemed to expect from it. The hon. member for Wellington told them the other night that if they adopted his introductory resolution, he would bring forward a more business-like proposition afterwards, and he (the noble lord) had endeavored to force the hon. member's hand and to get him, before the House committed itself to any abstract resolution, to let us know what those business-like proposals were going to be like. But in that he had failed. Now, however, that the House had what the hon. member called his business-like proposition before it, he would ask whether he was not right the other evening in endeavoring to force the hon. member's hand before the House agreed to that abstract resolution? What was it they had before them now? They were seriously asked to agree to a proposal to alienate ten acres of land for every pound expended in the construction of a railway into a country of which they knew nothing whatever. They were told in one breath that the land in this district was a land flowing with milk and honey, and, in the next breath, they were assured that

the land was utterly worthless. On this ground alone, he thought the House ought to pause before it committed itself in any way to any project which contemplated the alienation of a large extent of territory of the value of which they were at present in utter ignorance. Until we were in possession of some reliable information on this subject, it appeared to him altogether premature to bolster up any scheme for supplying the district with a railway. We should not always remain in ignorance of the capabilities of this country: we should probably know a great deal more about it than we do now, before any very long period of time elapsed; and, while wishing every success hereafter to the promoters of the present scheme, in their efforts to advance the welfare of the district in question, he hoped the scheme would be allowed to pass by this Session at any rate, until we possessed fuller and more reliable information with reference to the country.

MR. STEERE said, after the pointed allusions which had been made to him by the hon. members for Wellington and for the North, he thought he might fairly trespass for a moment upon the patience of the House while he offered a word or two in reply. He thought it would be generally allowed that a case was a very weak one indeed, when the only defence was to blackguard your opponent; and this was the only argument put forward that evening by the promoters of this scheme. "No case—abuse Mr. Steere; no case—abuse the noble lord." These appeared to be the instructions of the advocates of the proposals now before the Committee, and it must be admitted that they had acted well up to their instructions. The experience of the two hon. members in that House could not be a very extended one, otherwise they would not have put forward such unfounded assertions as they had done that evening with regard to his political actions in the past. They said he had been opposed to railway extension to the Eastern Districts, that he had been opposed to telegraph extension to Eucla, and he knew not what else he had been opposed to. If the hon. members had been in that House as long as he had, and one or two others, they would have known very well that from the very first

moment the establishment of railway communication with the Eastern Districts was mooted, he had always supported it; and, as to the Eucla telegraph, his opposition to that simply arose from the fact that it was proposed to construct it out of general revenue instead of out of loan, as would be seen on reference to the records of the House. With reference to the question of railway extension, he would remind the hon. member for Wellington that he himself had not always been in favor of railway extension. When he (Mr. Steere) and others were strenuously advocating in that House the necessity of extending the Eastern Railway from Guildford to York, what was the position which the hon. member for Wellington then took up? If they would look at *Hansard* they would see what the hon. member's views were with reference to railway extension at that time, only two short years ago. The hon. member said distinctly, "he certainly would not support a proposal in favor of any railway extension." [Mr. VENN: Not if it involved additional taxation.] He could not help remarking the singular change of front presented by the hon. member that evening, as compared with the position he took up on the occasion of the previous debate, as to the probable cost of this Kimberley railway. They were told the other evening, and they were told in the letter addressed by the hon. member to the Governor, that, owing to the peculiar circumstances of the district, the line would be a very expensive one to construct; but, to-night, the hon. member sang an entirely different tune, and would have them believe that the line would not cost more than about £1,000 a mile—which was absurd. Hon. members were aware of the survey made by Messrs. Forrest and Price of the country between Beverley and King George's Sound with the object of selecting a suitable line of railway, and of ascertaining the character and capabilities of the intervening country. What was the conclusion they arrived at with reference to that country? Mr. Forrest said: "The route for the proposed railway, I can report most favorably upon. For the most part it is nearly level, and runs through country of the easiest description . . . I do not think it is possible to conceive a line

"with fewer difficulties, and the gradients are all very easy, while there are no expensive bridges or heavy cuttings or earthworks." Yet, what was the estimated cost per mile of constructing a railway through this very easy country? The Acting Commissioner of Railways put it down at the rate of—not £1,000, but £3,151 per mile, and the working expenses and maintenance at £29,200 a year, the length of the line being 220 miles. Estimating this Kimberley railway on the same basis, the working expenses and maintenance would be something between £80,000 and £90,000, while the cost of construction would probably be no less than 2½ millions. A madder scheme was never brought before any Legislature. We were actually asked to give £5 for every £1 expended in constructing the line,—for that in reality was what the scheme amounted to; ten acres of land, the upset price of which is 10s. an acre, were to be given to the contractors for every pounds sterling expended in building the line. He had gone to the trouble of seeing what would be the extent of land which the company would be entitled to along the route of this railway, taking it in alternate blocks of 50,000 acres, as proposed by the hon. member for Wellington, and he found that the company would only be able to take up 5,700,000 acres along the route of the railway, which was only one-fourth of what they would be entitled to, and he should like to know where the remainder was to come from.

The question was then put—that the resolution submitted by Mr. VENN on the 13th September (when Progress was reported) be adopted; whereupon the Committee divided, with the following result—

Ayes	...	...	4
Noes	...	...	12
Majority against			8

AYES.  
Mr. Brown  
Mr. Carey  
Mr. Grant  
Mr. Venn (Teller.)

NOES.  
Mr. Burges  
Mr. Burt  
Mr. Crowther  
Mr. Glyde  
Mr. Hamersley  
Mr. Higham  
Sir L. S. Leake  
Mr. Marmion  
Mr. S. S. Parker  
Mr. Randell  
Mr. Shenton  
Mr. Steere (Teller.)



The resolution was therefore negatived, and the House resumed.

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

## LEGISLATIVE COUNCIL,

*Monday, 18th September, 1882.*

Papers re Native Question—Extension of Jurisdiction of Petty Debts Court—Preservation of Timber Forests—Aboriginal Native Offenders Bill—Width of Tires Bill—Imported Labor Registry Bill (Message No. 12)—Increased Grant of Land to Alex. Forrest—Estimates: further considered in committee—Trespass, Fencing, and Impounding Bill: third reading—Adjournment.

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

### PRAYERS.

#### PAPERS *Re* NATIVE QUESTION.

THE COLONIAL SECRETARY (Lord Gifford) laid on the Table some of the papers\* moved for by Mr. Brown relative to the native question, and, in doing so, the noble lord said he had gone somewhat outside what the hon. member had asked for, and he might say that a great deal of labor had been entailed in the preparation of these very voluminous documents. He thought no hon. member, on a perusal of them, could come to any other conclusion than that the Government had discharged their duty in relation to this native difficulty—their duty towards both the settlers and the aborigines—with a due regard to the claims of each race upon their consideration. No one, he ventured to say, after an unprejudiced perusal of these papers, could fairly say that the Government had not done all within their power in the matter, and a great deal more than they had received credit for.

\* Continuation of Mr. Fairbairn's report; Correspondence between His Excellency the Governor and the Secretary of State relative to Criminal Cases during 1881, in which natives were concerned; Copies of certain letters received from persons in the Gascoyne District; Copies of correspondence, evidence, and reports upon the Native Question in the North District of the Colony.

#### EXTENSION OF JURISDICTION OF PETTY DEBTS COURT.

MR. CAREY, in accordance with notice, moved "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to take such steps as may be necessary to increase the jurisdiction of the Petty Debts Court (27 Vic., No. 21) to sums of £100. And that he will take into consideration the desirability of rendering Real Estate liable for the satisfaction of Petty Debt Court judgments, in the same manner as Personal Estate. And, further, the advisability of granting to such Courts power to attach debts." The hon. member said the reason he asked the House to agree to this Address would, he thought, be obvious to hon. members,—at all events to hon. members of country districts. The law as it stands at present, with reference to the jurisdiction of these local courts, extended only to sums of £50 and under, and he proposed that the maximum should be increased to £100. He might be told that this would entail a considerable amount of extra work upon the Government, and that it was not desirable to extend the jurisdiction of these courts; but he thought hon. members must allow that if it is desirable that these Magistrates should exercise the right of adjudicating in respect of sums amounting to £50, there was no logical reason why they should not do so in respect of the larger amount. He also proposed that a debtor's real estate should be rendered liable for the satisfaction of claims recovered in these courts in the same manner as personal estate is, and also to grant power to these tribunals to attach debts—money, goods, or effects, in the hand of third parties, by extending the provisions of the "Attachment of Debts Act." He failed to see why the provisions of that Ordinance should not be extended to Local Courts as well as to the Supreme Court, and thus obviate the very tedious and expensive process of bringing actions to the Higher Court. He did not propose that any immediate steps should be taken, at this late period of the Session, to give legislative force to this resolution; what he wished the House to do, by affirming the motion for the presentation of the Address, was to bring the matter under the notice of the