

LEGISLATIVE COUNCIL,

Wednesday, 8th August, 1883.

Removal of trial of Police Corporal Wall from Geraldton to Perth—Survey of Railway Route from Geraldton to the Irwin—Survey of Railway Route from Bunbury to Timber Ranges—Message (No. 15): Transmitting Return by Auditor General, under Audit Act—Message (No. 16): Transmitting Letter from the Colonial Treasurer in reply to an Address (re Audit Act)—Message (No. 17): Replying to Address re Geraldton Hospital—Annexation of New Guinea—Fremantle Grammar School Bill: third reading—Adjournment.

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

PRAYERS.

REMOVAL OF CORPL. WALL'S TRIAL FROM GERALDTON TO PERTH.

MR. SHENTON, with leave, without notice, asked the Attorney General if he was prepared with a reply to the question he had put the other day, as to the reasons for removing the trial of Police Corporal Wall from Geraldton to Perth?

THE ATTORNEY GENERAL (Hon. A. P. Hensman) replied:—"This case was removed from the Quarter Sessions at Geraldton to the Supreme Court, at the instance of the late Acting Attorney General, on the following grounds:

- "1. There was a strong local predilection in Wall's favor.
- "2. All the legal practitioners of the district, being three in number, were retained by the defendant, leaving no practitioner there available to conduct the prosecution.
- "3. The case involved grave matters affecting the Public Revenue.
- "4. An arguable point of law was likely to arise at the trial, and which would have been inadequately dealt with by the Court as there constituted."

SURVEY OF RAILWAY ROUTE FROM GERALDTON TO IRWIN.

IN COMMITTEE.

MR. CROWTHER, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to place on the Estimates for 1884 such a sum as will be sufficient to defray the cost of examination and preliminary survey for a line of Rail-

way from Geraldton to a point on the Upper Irwin near Mingenew, *via* the Greenough Flats and Dongarra; and that such survey be commenced as soon as possible." The hon. member said it would be in the recollection of the committee that he brought forward a similar motion last year. In the House of Commons the other day one of the members said he hoped the ship of State was not going to be steered by sights taken twelve months ago; and he (Mr. Crowther) might be permitted to express the same hope as to the fate of the present motion. The distance which the proposed line would traverse was somewhere about sixty miles, and it would terminate on the verge of what was known as the Malaia flat, where there were about 180,000 acres of good agricultural land, as good as any in the colony or in any other colony. With regard to the work of construction, he believed that for a distance of about forty miles it would be comparatively easy, and the line would present no engineering difficulties,—no cuttings, not a single culvert, and not a single bridge. Hence the cost of construction could not be very much; he did not profess to know what the amount would be, but he certainly did not think it would be more than half the amount paid for the construction of railways in this part of the colony. Indeed, for a great part of the distance it was dead level country, and he had it on very good authority, which was somewhat supported by the Commissioner of Railways himself, that for many miles between the Greenough Flats and Dongarra, no ballasting would be required, and that where it would be required the line would run along a sandhill, where ballast would be easily procurable. The expense of working this railway, when constructed, would be scarcely anything at all, compared to what the working of our other railway costs now. The Northampton Railway only worked during three days in the week, and the material, rolling stock, and hands employed on that northern line would for many years to come suffice to work what he might call the southern line. Beyond the purchase or manufacture of four or five trucks, nothing additional would be required. He had this information upon the authority of the traffic manager at

Geraldton, who was in a position to state, from what he knew of the circumstances, that the working staff and rolling stock now available on the Northampton line would for many years hence be sufficient to work the two lines. Of course the railway would run through the Greenough, the northern part of Dongarra, and, he should imagine, up the river to a point, as already stated, on the Upper Irwin, called the Malaia flat. But supposing it never went beyond Dongarra—which was by no means likely—he submitted that the present traffic from Dongarra and the Flats was sufficient to warrant the House in voting the small sum which would be required for the preliminary survey. At the present moment there were about 100,000 acres of land at Dongarra, held in fee simple and under special occupation licenses, and close upon 50,000 acres held, under rents, by tenants, who in many cases were paying considerably more rent to their present landlords than they could get land of their own for, at the terminus of this projected line. Of this area of land, about 30,000 acres were under cultivation, and some of the men cultivating it were in this dilemma: although labor was generally speaking very scarce, these men had more available labor in their own families than they had land to work, and no more land suitable for the purpose was to be obtained in the neighborhood or within such distance as, without this railway, would pay them to take their produce to market. He was now simply speaking of those already settled on the land, without reference to any addition to the population in the shape of immigrants; and, with the present number of people alone, he submitted the House would be warranted in sanctioning the expenditure. There were now 258 families, representing 1399 souls, giving occupation to 346 laborers, and as many more could be had at reasonable rates if they could be employed. Last year, as hon. members knew, as everybody else knew, instead of fetching produce from this particular locality, produce had to be taken to it; but, notwithstanding that fact, from the 1st June, 1882, to the 1st June last, 6481 tons of produce were carted to and from the Upper Irwin and the Greenough Flats, which, of itself, was a considerable item.

This, of course, would be largely increased if they had a railway. At present the number of working horses in the district was about 2500, and the time occupied by the teams in carting produce to market left them very little time for anything else. These statistics merely embraced the traffic within a comparatively short distance of Geraldton; it did not include anything that Dongarra or the Flats might have had on hand to send in. As to passenger traffic he had made no calculation, but, irrespective of that, he believed that the present goods traffic—which might be fairly estimated at between 6000 and 7000 tons—would warrant this expenditure. That alone would pay the expenses of the line, and pay the country too. It might be said, and probably would be said, that this railway would be a line connecting one port with another port. But he maintained that Dongarra could not be regarded as a port, in the usual acceptation of the word, and it never will be. They could get no insurance upon a vessel going there, and, as was pointed out by one of the speakers at the late public meeting held to advocate the construction of this railway, the only two vessels that ply there were in the hands of the two local merchants, who required them almost entirely for their own use, and who therefore served themselves first and their friends afterwards, while the general public were not served at all. Nothing coming from abroad, nothing exported out of the district, came to or went from Dongarra direct, but was sent down to Geraldton, so that for all practical purposes it might be fairly said there was no port at Dongarra at all, for any vessel going there would vitiate its insurance, under any circumstances. He noticed the other day a letter published in the *West Australian* signed "One who knows the country," referring to this proposed railway. If the writer had signed his name to his communication the public would have been in a better position to know how much reliance was to be placed upon his knowledge of the country in question. His letter, however, showed one thing if it showed nothing else, and that was that there are two sides to every question. The writer said that the Malaia flats at the outside contained no more than 5000 acres, of

which, he said, 2000 acres were held in fee simple. "One who knows the country," when he made this statement, must have had some particular spot of the country in his mind's eye, which he called the Malaia flats. These flats—so far as he (Mr. Crowther) understood the extent of country that went by that name—embraced no less than 170,000 or 180,000 acres of land, and, at the present moment, of that area there were three blocks of 2000 acres each held in fee simple, and also five or six smaller blocks representing some 600 acres more. The rest was held under lease, for the keep of a few cattle. The writer of the letter referred to went on to say that he did not wish to throw cold water on the project, for he considered it a very necessary work, as a considerable quantity of wheat was already grown, and that a good deal more would be put in, provided there were means of transit. But he said that the good farming land, Yandeenooka way, had all been bought up. That land, however, was not in the neighborhood of this proposed railway at all. The writer said the rest of the land was useless, being a bare sand-plain. Once upon a time, Mr. Padbury, Mr. Whitfield, and his hon. friend opposite (Mr. Burges) had a look at this land, and because they did not think at the moment it would grow a blade of grass for their horses, they abandoned it. From that time to this, the country had never been in the same condition, and consequently another hon. gentleman, who now had a seat in that House, having the option of selecting 5000 acres for services rendered, picked upon this very country as the land of his adoption; and he did not think a man like the present Surveyor General was likely to mistake bad country for good. The quality of this land was identically the same as the quality of the land they wanted to tap for this railway. All he asked for the present was a small sum of money sufficient to cover the cost of a preliminary survey of the line; he could not say exactly how much it would be, but probably not more than £500 would be required, and he could not but think that the House would with one voice and with one accord grant them that sum. He thought the present was a very appropriate time for bringing forward all such

schemes as these, no matter how many of them. He thought so in view of the change which they were told was not far distant, when this colony would be a self-governing colony. He considered it was very desirable that the gentlemen who were anxious to take upon themselves the Government of the colony should know exactly what the country expected from them, so that they might provide the necessary means for carrying out all these schemes. It was said on all sides, if we had the land of the colony under our own control, we could get any amount of money by mortgaging it. His own opinion was, that if we wanted to mortgage our estate, those who had the money to advance would look for some better security than the land in its unimproved state. If we opened up the land to settlement, and planted a thriving population on it, if we could show that our produce was swelling in value, and that we had prosperous tenants on our estate, and we showed our faith in it by constructing railways through it, those gentlemen who, under Responsible Government, wanted to mortgage it for raising further loans, might have some chance of doing so. Last year, when this question was before the House, one of the arguments urged against it was that the other railway at the North did not pay. He confessed it did not pay, and he was sorry for it. But he entertained views of his own—some people might regard them as peculiar views—with reference to railways constructed by the State. Possibly, if he were examined on the subject, he would not be in a position to logically defend his views, but his idea was this: if a State railway did pay, of course all the better for the country, but in his opinion they had no more right to insist upon a public railway paying than a public road. A short time ago we borrowed a sum of £50,000 for the purpose, as was thought at the time, of bridging over almost impassable places on the main roads of the colony, but he did not think it ever entered the head of anyone in that House, or outside it, that these roads would, directly, pay the interest on the money expended on them. The money was invested with a view to afford greater facilities to our settlers to get their produce to market rather than with any idea that it would

yield any direct profit; and to a very great extent he looked upon a State railway in the same light. Railways now had become a necessity. It was one of two things with the colony, either we must have railways built all over it, or we must leave the country to its native wildness, and go somewhere else. We must have the same improved appliances and facilities as other countries, or else we shall be out of the running altogether. He had no intention of dilating upon the benefits which would accrue to the country from railway construction; it was rather late in the day to talk about that, as everybody recognised the advantages which every country derived from improved means of communication. Not only would railways bring people into the colony, but they would also go a great way to keep them here when they came. He would say no more. He felt convinced the motion would commend itself to the good sense of his fellow members, who he was sure were not so antiquated in their notions as to wish to see this good ship steered by sights taken twelve months ago.

MR. STEERE said he had much the same objection to make to this proposed expenditure as he had last year, namely, that it would be raising hopes in the breasts of the people of the district which there was no prospect of being realised for some time to come. The hon. member who brought forward the motion had very opportunely drawn the attention of those who were looking forward to the adoption of ministerial Government to the various schemes of public works which an expectant country will require to see carried out when the change took place. He certainly did not envy those gentlemen who chose to incur the responsibility of introducing self-government, if they were to be expected to undertake all the various works, notices of which already appeared on the paper. There were already two most important works in prospect—works which probably the whole colony would agree will have to be undertaken at as early a date as possible, and these were the extension of the railway to Beverley and the construction of harbor works at Fremantle. He did not think there was likely to be much difference of opinion amongst hon. members as to

the advisability and the necessity of undertaking these two works as soon as practicable, and, for his own part, he did not see any probability, for some few years longer, of our being able to undertake any other large works of public importance. He thought our probable surplus revenue for the next few years would all be absorbed in paying the interest on the capital we shall have to raise for these two public works. The hon. member had certainly asked for a very modest sum—£500—for this preliminary survey, but, as he had already said, the expenditure of this money would simply give rise to hopes which there was no immediate prospect of being realised. He thought if the Government were to be asked to make this survey, the House before it voted any money for it ought to be furnished with some statistics which could be relied upon, as to the quantity of land which the railway would open up, and the amount of corn and other products which would be secured as freight on the line, based upon the production of the district during the last five or six years. Then, when the question came before the House, for its final consideration, hon. members would be in a position to judge whether the country would be justified in undertaking the work or not. He could not help thinking himself that the hon. member who brought forward the motion was over-sanguine in his anticipations as to the results of this railway. He (Mr. Steere) had not looked this session at the Blue Book to see the extent of country likely to be benefited, and the agricultural yield of the district, as he had done last year; but he knew the yield had been very small indeed for years past, and that the traffic would be very small upon this line. They had one "white elephant" in the shape of a railway at the North already, and he could not help thinking that if this proposed line were constructed, they would have a pair of "white elephants." Nor could he also help thinking there were other districts in the colony having a prior claim to expenditure upon public works than the North had. The Geraldton and Northampton Railway was constructed at very considerable expense indeed, and the colony was still incurring a very large expenditure on account of

it,—not only in connection with the loss sustained in the working of the line, but also on account of the large sum of money which had to be paid annually for interest on the capital expended in the construction of the line. The hon. member for the Greenough himself admitted that it had proved a failure. [Mr. CROWTHER: No, no.] Words to that effect. [Mr. CROWTHER: No.] Then he withdrew what he had said. He thought, however, the hon. member would allow this—that the line had not answered the expectations of its supporters. He had heard it stated that this Council was responsible for the line having been constructed—that it had been unanimously approved by the members of that House. He distinctly denied it. A majority, no doubt, agreed to the proposal to construct it, but they did so with great reluctance. True, no division took place on the question, but he was correct in stating that it was with very great reluctance indeed that the majority of the Council had agreed to it. Therefore he could not allow the statement to pass unchallenged that this House was responsible if the railway had not turned out such a success as had been anticipated. He had thought it right to state his views plainly on this point, or else it might be said hereafter that he was one who had sanctioned the proposed expenditure in connection with this other line. He must say he was not in favor of the motion.

MR. WITTENOOM was very sorry to hear it. For his own part he was quite in accord with everything that had fallen from the hon. member for the Greenough on the subject, and he hoped that all hon. members would consider the matter in an unprejudiced way, as a matter concerning the welfare of the whole colony, and not merely a local work, brought forward to benefit the districts most concerned. For some time past, whenever any application for expenditure of public money at the North was put forward, the answer always made was, "You get your railway, which is supposed to supply the wants of the district, and what more do you want?" Unfortunately, the railway did not supply the wants of the district. When this railway was started it was not started merely for the benefit of the North, but—as was

then expected—to advance the interests of the whole colony, and it was rather hard to blame Geraldton because it did not pay. Geraldton was not to blame because the lead market was depressed, and it was simply the depression in the lead market which had caused this railway to disappoint the expectations of its friends. When the railway was authorised, lead ore was in great demand, at a high price, and there was every promise of their being ample work for the railway; but, unfortunately, circumstances had happened which reduced the value of lead a hundred per cent., and the prospects of the district which at one time were so rosy had become gloomy enough. The result was that the line, unfortunately, was now worked at a loss; but it was a source of great convenience to the district, and, if it were not worked, very little minerals would be exported. The working staff was there, and the North now came before the House with a scheme which, if carried out, would enable the interest on both loans to be paid, by the increased traffic which would be opened up. As the hon. member for the Greenough had said, there was all the rolling stock which would be required for working the two lines, and also the staff, so that no further expense would be necessary in that direction. As the route would be a very easy one, the cost of constructing the line would not be very much, and there was a good deal of good agricultural land. This line would be the commencement of a through line to Perth, which some day would unite all the districts along that part of the route, and put the North in communication with the new railway talked of to South Australia.

The motion was then put, and agreed to.

RAILWAY FROM BUNBURY TO THE JARRAH TIMBER RANGES.

MR. VENN, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to place on the Estimates a sufficient sum of money to defray the cost of survey of a line of Railway between the Port of Bunbury and the Timber Ranges." The hon. member said the best preface he could possibly make to

this motion would be to read the petition that had been sent to His Excellency the Governor by the inhabitants of the district, with a view to obtain his favorable consideration of the proposal. The hon. member then read the petition, which set forth that, in the timber forests on the Ferguson, at a distance of about 23 miles from the town of Bunbury, were situated two saw mills, producing for local requirements and export some 5000 loads of jarrah timber per annum, and that the increasing demand for this staple article of commerce would be met by a proportionally increased export if the insurmountable obstacle now existing in the want of adequate means of transit were removed. At the present time, and during the winter months, no timber could be carted owing to the impassability of the roads; and, consequently, the mills were compelled to stop working at the very time the timber should be conveyed to the port, and stacked ready for shipment during the summer season. With railway communication the prosperity of the jarrah timber trade would be firmly established, and the quantity exported increased fourfold. It would necessarily result in the investment of capital in the erection of more mills, and population would thus be greatly augmented by the introduction of the necessary labor required to carry on the industry. It was submitted that, from a financial point of view, the proposed railway would prove highly profitable, as—unlike many other undertakings of that character—a large business already awaited this line, the moment it was opened. The present annual cost of carting the sawn timber from the mills to Bunbury was about £6,500, in addition to which a very considerable income would be derivable from the conveyance of colonial produce, passengers, and other traffic. The route proposed to be traversed would pass through some of the richest and most fertile country in the South, and was already numerously settled. No engineering difficulties would be met with for the whole distance—about seventeen miles—the country being entirely flat, with but one small river to bridge and a few culverts. At the present time some £300 a year was spent by the local Roads Board for the upkeep of the Dardanup road, which was

on the line of the proposed railway, and this amount could go as part payment of the interest on the loan required for the construction of the line. The memorialists suggested that the capital required for carrying out the project could be either raised by special loan or on a Government guarantee for payment of interest on the actual cost, for so many years. The line, they said, could undoubtedly be worked to great advantage to the district, while, as a reproductive investment of money, it was estimated that at least 10,000 loads of timber would pass over the line yearly, and that, in addition to this source of income, it might be fairly estimated that no less than a thousand pounds a year would be received from other sources. This petition, the hon. member said, had been signed, not by one or two interested individuals, but by the whole district as a body. When he said the whole district, he believed it was signed by something like 300 of the residents, and it certainly thoroughly represented the district. He did not think the anticipated traffic was at all under-estimated. He believed, for his own part, the annual receipts would not be less than between £6,000 and £7,000, which, reckoning the cost of the line at say £50,000, would yield a return of twelve per cent. towards the capital invested and the working expenses. This calculation was based upon the present traffic alone, which would necessarily be largely increased if the railway were constructed. The figures he had quoted spoke for themselves, and spoke most eloquently. They showed that the work was a legitimate work to be undertaken, when it was proved that the present traffic alone was one that would reimburse the expenditure. He thought it would not be gainsaid that, having shown that the money expended would not be expended for the development of one particular industry, but also that that industry benefited the whole district, and constituted the main support of the residents—he thought it would not be disputed that money spent on such a work as this would be money spent to advantage. He hoped the House would show that some little consideration was due to the South, by voting the small sum asked for this preliminary survey. He did not think it

necessary to say any more with regard to the line itself. The House was not now asked to vote the money for its construction. His remarks had been merely directed to show, and to satisfy, the House by figures, which were no idle figures, that the project was one which gave every promise of proving a reproductive one in every sense of the word, and one which he might fairly say was deserving of the cordial support of the Legislature. He hoped the House would meet the wishes of the South in this small matter, as it had just met the wishes of the North, as regards the preliminary survey of the Irwin line.

Mr. CAREY said he had much pleasure in supporting the motion. The hon. member for the district had gone so fully into figures that it was unnecessary he should add anything in the way of statistics. He would simply say, as a surveyor, and as one who knew the country well, that there were no engineering difficulties to contend against, on the short line proposed to be surveyed. Although it was not one like the line just put forward by the hon. member for the Greenough, without bridges or culverts, yet there was only one bridge, which was not a very long one, and possibly there would be three or four culverts in addition. The distance, as had been pointed out, was only about seventeen miles, and he thought he might safely say that if hon. members would vote the money necessary for this preliminary survey—as he had no doubt they would—they would not be holding out any false hopes in this instance as to the construction of the railway hereafter, for he had no doubt the House would readily vote the money for carrying out the work when the result of the survey was made known. He might add that at the present time the district was losing very considerably; owing to the bad state of the roads, which interfered very materially with the development of a most important local industry. He thought he would not be out in saying that the district was losing fully a thousand pounds a month. He hoped there would be no hesitation on the part of any hon. member in giving his support to this motion.

Motion put and carried.

MESSAGE (No. 15): RETURNS PREPARED BY AUDITOR GENERAL.

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

"In reply to the Address of the Honorable the Legislative Council No. 9,* of the 30th ultimo, the Governor has the honor to transmit the enclosed Returns prepared by the Auditor General.

"Government House, Perth, 8th August, 1883."

[* That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to direct the Auditor General to furnish the House with a statement containing full particulars of every case in which default has been made in delivering or sending accounts, or accounting for public moneys, and of all sums allowed by the Auditor General without vouchers, or with imperfect vouchers—as he is required to do by the Audit Act, 1881. Also, a statement containing full particulars of all votes of public money which have been exceeded, or unauthorised expenditure incurred, since the passing of the said Act to the 30th June last, without the opinion of the Committee of Advice under the said Act having been first invited; as provided by the 16th section of the said Act.]

MESSAGE (No. 16): COLONIAL TREASURER'S STATEMENT.

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

"In reply to their Address No. 16,* of the 1st instant, the Governor has the honor to transmit, herewith, for the information of the Honorable the Legislative Council, a letter, dated the 7th instant, and enclosure, received from the Colonial Treasurer.

"Government House, Perth, 8th August, 1883."

[* That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to direct the Colonial Treasurer to furnish a statement as required by the 13th section of the Audit Act, 1881, showing amongst other things the authority under which the expenditure in excess of the amounts authorised by the Legislature has been disbursed.]

MESSAGE (No. 17): RE GERALDTON HOSPITAL.

THE SPEAKER notified that he had received the following Message from His Excellency the Governor:—

"The Governor has the honor to inform the Honorable the Legislative Council that he has issued directions, in accordance with the request contained in their

"Address No. 13,* of the 31st ultimo, respecting the Geraldton Hospital.

"Government House, Perth, 8th August, 1883."

[* That an Humble Address be presented to His Excellency the Governor requesting that he will at once cause tenders to be called for, for the erection of a hospital at Geraldton, the cost of which has already been provided for by the Legislature; and that the plans and specification for the said building shall be so framed as not to exceed the amount already voted.]

ANNEXATION OF NEW GUINEA.

MR. STEERE, in accordance with notice, moved: "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased respectfully to inform Her Majesty's Secretary of State for the Colonies that the Legislative Council is of opinion that, for the reasons conveyed to Her Majesty's Government by the Governments of the Australasian Colonies, the acquisition of New Guinea by the Imperial Government has become a matter of urgent necessity, and the Council wishes to accord its support to the proposal made for the annexation of that Island." The hon. member said it appeared to him—and he thought hon. members would all join him in thinking—that, in view of the growing feeling throughout the Australasian colonies as to the advisability of federal action in this matter, the Legislature of Western Australia should show its sympathy with its neighbors, by supporting them in the movement which had been made in the direction of the annexation of New Guinea. He had not set forth the reasons which it appeared to him might be urged in favor of annexation,—hon. members were perfectly familiar with them, and he thought the whole question was clearly dealt with in the memorandum which had been addressed by the Colonial Secretary of Queensland to the Governor of that colony, and in the communication of the Queensland Agent General to the Secretary of State. (The hon. member read portions of these documents.) He believed that what had given rise, on the part of the Australian colonies, in favor of annexation was the intention expressed by some foreign Government to take possession of that island; and, curiously enough, he noticed in that day's telegrams that the French Senate had

passed a Bill to empower the French Government to transport the worst classes of their criminals from that country to the Pacific—probably enough to New Guinea. It was in view of the designs of foreign Powers as regards these islands that the Australian colonies wished to have them annexed, and, for his own part, he regretted very much that Her Majesty's Government had, for the present at any rate, refused to confirm the action of Queensland in the matter. He thought, however, if the colonies were firm in this matter—and he had no doubt, judging from what he had read, that they would be firm—the Imperial Government will at length give way, and that New Guinea, or at least the Eastern portion of it, will yet form a part of Her Majesty's dominions.

MR. GRANT seconded the motion. He thought it was very desirable we should express our sympathy with the work which Queensland had undertaken in trying to get the Imperial Government to consent to the annexation of New Guinea. In view of the federation of these colonies, he thought it was a most desirable thing that this island should be taken possession of by people of our own nation, and that it was the duty of every colony of the group to express its feelings freely on that point. He was glad that Western Australia had joined the rest in this expression of feeling, and thus showed that this colony was alive to the advantages of federation.

The motion was agreed to unanimously, and Mr. Burr suggested that the purport of the resolution be telegraphed to the Secretary of State for the Colonies by His Excellency the Governor.

FREMANTLE GRAMMAR SCHOOL BILL.

Read a third time and passed.

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