

ly in his mind at the time. He had always had it in his mind, ever since it was first received, and he thought it was his duty to refer to it, and he did so. Had he not already said that if this motion were carried he would move for a committee to frame a bill for Western Australia as a whole, and not go and whine to the Home Government asking what they were going to give us. He thought if the House made up its mind to have Responsible Government for the whole colony we would get it for the whole colony. Was not the North well represented in that House now? He said, yes; and better represented than most other districts, both as regards brain power and everything else. If that House made up its mind for Responsible Government for the whole of the colony, and they passed a bill to that effect, there was not the slightest doubt in his mind that it would have the desired result. He would accept no half measure whatever. The hon. member for Geraldton said he could not go with him because, although he believed in Responsible Government as a means to an end, he could not support it now inasmuch as it was intended to prevent rather than to promote Separation. He had only moved an abstract resolution that evening, and that was all which the hon. member was asked to vote for now. It would be time enough to talk about Separation when the bill itself came before them. He hoped no one would be misled by thinking it was a good thing or a wise thing to postpone this question for another year. In the words of his resolution, the time had now arrived when the colony should adopt Responsible Government, and he hoped hon. members would have the courage of their convictions and agree with him that the time had now arrived. It was no use putting it off. There would be some of them if the motion were postponed for another year, or for twenty years, who would want it postponed again; but he appealed to those who were pledged to support the change to have the courage of their opinions, and to support his motion that evening.

The House then divided upon the question, when the numbers were—

Ayes	8
Noes	11

Majority against ... 3

AYES.
Capt. Fawcett
Mr. Layman
Mr. McRae
Mr. Parker
Mr. Pearse
Mr. Scott
Mr. Sholl
Mr. Venn (*Teller*).

NOES.
Mr. Brockman
Mr. Burges
Sir T. C. Campbell, Bart.
Mr. Crowther
Mr. Grant
Mr. Loton
Mr. Marmion
Mr. Randall
Mr. Shenton
Mr. Wittenoom
Mr. Harper (*Teller*).

The official members abstained from voting. The amendment submitted by the hon. member for York was then put and carried.

The House adjourned at a quarter to twelve o'clock (midnight).

LEGISLATIVE COUNCIL,

Monday, 16th August, 1886.

Petition: Fremantle Gas Co.—Site of railway terminus at Northam—Aborigines Protection Bill, 1886: first reading—Railway from Bayswater to Busselton: Mr. Dobson's proposal—Import Duty on Hard Wood—Roads Bill: first reading—Wines, Beer, and Spirits Sale Act, 1880, Amendment Bill: first reading—Closure of Drummond Street Bill: second reading—Gold Duty Bill: third reading—Message (No. 13): Replying to Addresses—Message (No. 14): Assenting to Bills—Message (No. 15): re Arthur Edwards's case—Message (No. 16): Replying to Addresses—Message (No. 17): Telegraphic communication with the Kimberley Goldfields—Land Regulations: further considered in committee—Adjournment.

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

PRAYERS.

PETITION: FREMANTLE GAS COMPANY.

MR. PEARSE presented a petition from the Fremantle Gas Company, praying for leave to introduce a Bill to extend

the powers of the Company, and to make better provisions for carrying on the company's business.

The petition was received and read.

SITE OF RAILWAY TERMINUS AT NORTHAM.

MR. SHENTON asked the Commissioner of Railways if he was aware that the site of the proposed terminus of the railway at Northam was liable to be flooded during a severe winter, and, if such was the case, would it not cause some expense for drainage? The reason why he asked the question was because he had received a communication from the Northam people stating that such was the case, but that the inconvenience might be avoided if the site of the proposed station were removed a slight distance up the town.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) replied that Northam Station was not in his opinion liable to be flooded. There was water about six inches deep in a small basin at the upper end outside the station yard, but this and the whole of the yard would be thoroughly drained by making a small drain and deepening an old one. This drain would be necessary even were the station further up the town. It would be in the recollection of the House that last year it was settled that the Northam railway should consist of a line from Spencer's Brook Station, with a bridge across the river, and a platform on the other side, leaving the Northam people about five miles of carting to reach the nearest station. Instead of that, it had since been found that there would be sufficient funds to carry the line right into Northam, when, no sooner than this was decided upon and a survey made, than the settlers began to petition the Government, complaining about the site, and saying they wanted a station like the York Station. He was afraid they were rather difficult to please, these good people of Northam. They had got as much as ever they expected, and he thought more than they deserved; and yet they were not satisfied. They reminded him of the story of the captain of a vessel, whose crew thought they would like some ham, and the good-natured captain humoured them. Next morning, to his astonishment, he was

waited upon by the whole of the crew, each with a plate and a slice of ham upon it. "What! ain't it good?" he said. "Oh yes, captain, it's good enough, but where are the eggs?"

ABORIGINES PROTECTION BILL, 1886.

THE ACTING ATTORNEY GENERAL (Hon. S. Burt) moved the first reading of a bill to provide for the protection and management of the aboriginal natives, and amend the law relating to labor contracts with such natives.

The motion was agreed to.

Bill read a first time.

RAILWAY FROM BAYSWATER TO BUSSELTON: MR. DOBSON'S PROPOSAL.

MR. PARKER, in accordance with notice, moved the following resolution,—
 "This Council having considered the proposal submitted to the Government by Mr. James Murray Dobson for the construction of a Railway from Bayswater to Busselton, is of opinion that the terms and conditions are fair and reasonable; and while deeming it inadvisable, at the present time, to recommend the acceptance of the offer for the construction of the whole line, the Council respectfully requests His Excellency the Governor to enter into a contract with Mr. Dobson for the construction of the first section thereof from Bayswater to a junction with the Jarrahdale line *via* the Canning, upon the terms and conditions contained in his proposal." The hon. member said that some few days ago he asked a question of the Commissioner of Railways as to whether the Government intended taking any action with regard to a railway to the Canning, and the Commissioner placed upon the table some papers connected with the subject, but, so far as he understood, the Government up to the present time had done nothing in the matter, nor did they propose to do anything in the matter, in the way of raising a loan for the construction of this line. Since then the Government had laid upon the table a proposal made by Mr. Keane, on behalf of Mr. James Murray Dobson, for the construction of a railway not only to the Canning but right away down to the Vasse. It was proposed by Mr. Dobson, "at his own costs and charges, to survey

"and build and construct, and fully equip with all necessary rolling stock, a railway from the terminus of the branch line of the Eastern Railway, at Bayswater, to Busselton, *via* the Canning, Narrogin, Serpentine, Pinjarrah, the Harvey, and Bunbury; and also to build, erect, and provide all necessary stations and plant for the efficient and effective working of the railway together with a line of telegraph or telephone connecting all the stations, upon the terms and conditions hereinafter named." It appeared that Mr. Dobson's intention was to construct this line on the same type as the Government line in course of construction between Geraldton and Greenough. He believed that line was as near perfection as any line that could be obtained. It had only recently been contracted for, and the specifications were got up at the expense of a large amount of labor on the part of the Public Works Department; they were most scientifically prepared, and it was proposed by Mr. Dobson that this line, and the works and stations in connection therewith, should be taken as the type of the railway which he himself offered to construct. Mr. Dobson also further stipulated that "the costs of the construction of the railway and all the works in connection therewith, and all rolling stock, rails, etc., shall not exceed (as between the Government and Mr. Dobson) the sum that the Commissioner of Railways shall deem fair and reasonable, and shall in writing approve; and notwithstanding that the actual cost shall exceed such sum, the sum so approved by the Commissioner shall be deemed the actual cost, and upon that sum the interest aforesaid shall be paid and the sinking fund calculated." Mr. Dobson was also prepared to deposit with the Commissioner such a sum as a guarantee for his due performance of the contract as the Commissioner may deem sufficient. From this it would be seen that before proceeding with the construction of the line Mr. Dobson was prepared to submit his plans and specifications for the approval of the Commissioner of Railways, and the Commissioner would compute what he considered would be a fair price to charge for the work, which would be taken as the contract price. Although the line might actually

cost the contractor a considerably larger sum than that to be agreed upon, he was prepared to abide by the price agreed upon. Upon that amount he was to receive interest at the rate of 4 per cent. until the Government purchased the line; and a sum of £1 per cent. was to be set apart annually as a sinking fund for the purchase of the line. Mr. Dobson, in his proposal, further said: "The Government shall be at liberty to take over and work the said railway so soon as any section thereof shall be completed, or at any time thereafter; and in such case the Government shall keep the said railway and the rolling stock, stations, &c., in good order and repair. Until the Government shall take over and work the said railway, or any section thereof, the same shall be worked by Mr. Dobson in such manner, at such rate, and with such number of trains per day as shall from time to time be arranged between him and the Commissioner; but no portion of the said line shall be opened for public traffic until the Commissioner has certified that it is sufficiently completed for the safe conveyance of passengers." He also proposed that the line should be divided into four sections, the first section being from Bayswater, near the Perth racecourse, to the Jarrahdale railway; the second from the Jarrahdale line to Pinjarrah; the third from Pinjarrah to Bunbury; and the fourth from Bunbury to Busselton. Mr. Dobson was prepared to build the first section, or the first and second, or the first, second, and third, as the Government might determine; but he stipulated that, in the event of its being decided to extend the line, he should be at liberty to construct it upon the same terms and conditions. Taking the proposal on the whole it appeared to him it was one of the most—if not the most—liberal proposal ever laid before the House; and his impression was that if they had had such a proposal before them when they entered into the land grant system of railway construction they would have preferred having their railways built on the system proposed by Mr. Dobson. What the colony would have to pay would be simply this: interest at the rate of four per cent. upon the cost of construction at a price to be agreed upon, and one per cent. towards a

sinking fund. He believed we borrowed money at 4 per cent.; but we did not usually borrow at par, so that we would save the difference between the loss which there was in floating our loans and the capital amount, the par amount; and we should also save the cost of floating the loan in the English market. In fact, Mr. Dobson undertook to raise this loan for us, without any trouble on our part, and all he asked in return was 4 per cent. interest. It might be said that it would be better for the colony to raise the loan itself. He had no doubt there was something in that argument, and that it might be fairly said that if Mr. Dobson could do this we could do it ourselves. But it appeared to him that the great advantage we should have in simply having to pay the interest rather than raising the money ourselves was this: we should not be handicapped with a large debt, we should not have another big loan hanging over our heads; for, although we would be liable for the interest due to Mr. Dobson, there would be no debt due to him. We would not owe him a penny; and one per cent., in about fifty years, would pay for the line, whereas if we borrowed the money ourselves in London or any other market it immediately became a debt, and it would cripple our future borrowing powers. It would tend somewhat to the detriment of the colony if it were pointed out that our public debt had increased considerably in advance of our population. Every amount we borrowed appeared rather large in comparison with our population, and if we borrowed another £100,000 to construct this line, we should have a further debt equal to about £3 per head of the population. But this money, if Mr. Dobson's proposal be carried out, would not be added to our public debt. It would not appear in any Blue Book, or any other official paper, and we should not have this additional incubus of a debt hanging over our heads. In considering a proposal like this, we not only had the present time to look at; we should not only look whether the line which it was proposed to build was one which the colony might reasonably undertake, but also whether it was one that was likely to pay in the future, after we had it built. In all old countries the principle adopted as regards railway

construction was that the existing traffic justified the construction; but in new countries a different policy was usually adopted. It had been held and proved that railways created traffic. That was the principle upon which we embarked upon the construction of our Eastern Railway. He presumed that was what was looked forward to by the contractors of our Great Southern line, and of our Midland Railway. They all hoped that these lines would create traffic, which certainly at present did not exist. What we had to consider and ask ourselves was—Is this line one likely to create any considerable amount of traffic? In considering that question, we had to look at the character of the country through which the line would pass. Between Perth and Narrogin it might be said that there was very good land. The population no doubt was at present small; but it was an increasing population, and he believed it was a prosperous population, so far as he knew. Mr. Dobson in his proposal mentioned a junction with the Jarrahdale line as the first section. Therefore he could not ask the House to agree to anything less than that. The line would go by way of the Canning, and would answer the Canning people admirably. They had recently been petitioning the Government to build them a railway, and they asked that it should be taken as far as Narrogin, and no farther. But their idea was that the Government should borrow the money themselves to construct the line. Mr. Keane's proposal, however, would meet all their wants. In the Canning district the traffic would mainly consist of timber. There was a large amount of timber running all down the Southern coast; and, about seven miles from Perth there was a tramway already built and a timber station at work, producing some uncommonly good timber, but laboring under the disadvantage of having to cart it from the tramway or boat it. The latter was a very uncertain mode of transport, and often led to serious delays and loss in loading vessels. Consequently, as a rule, the timber was carted into Perth. It must be evident that a station or a mill that had to cart its produce to market, a distance of some miles, was heavily handicapped as compared with stations having a line

of railway; and, if this Canning timber station had the advantage of a line of railway no doubt there would be a large increase of traffic. It was estimated by the Canning people that there would be about 7,000 tons a year, including shingles and laths. He was not prepared himself to vouch for this estimate; but it was prepared by a committee and it had been submitted to the Government as the probable amount of traffic which the district would provide for the railway. They also estimated that a large amount of firewood would be sent into town from that district. Firewood was now running very short about Perth and Fremantle, and every year people had to go further into the bush to get their firewood, and, as population increased, this difficulty would be still more serious. It was estimated that about 5,000 tons of firewood would be sent in by railway, and about 2,000 tons of kiln-wood, and about 10,000 tons of bricks. All along the line, he was told, there was some admirable clay, most suitable for brick-making; and, looking at the large number of buildings now going up about Perth, and the likelihood of many more buildings having to be erected, both public buildings and private buildings, in the course of the next few years, he did not suppose the estimate was at all too high. The manufacture of bricks must necessarily become an important industry as the colony progressed and population increased, and he did not see why there should not be 10,000 tons forwarded annually by this line of railway. Then, again, there was some excellent road material. He believed the municipalities of Perth, Fremantle, and Guildford were all suffering at present from the want of good road material. The Eastern Railway, he understood, had such a vast amount of other traffic that it was unable to bring down the road materials which these municipalities required; but he hoped, if this line should be constructed *via* the Canning, they would be able to get all the material they wanted from that district. Then, again, there was a considerable amount of agricultural and dairy produce coming from the Canning. It was almost impossible to estimate what the extent of this traffic might be—it might be 10,000 tons for aught he knew. The land was very good

land. Unfortunately the district got a very bad name in the early days of the colony, and it had taken a great many years to get it a good name. So far as he could hear, it acquired its bad name not through any fault of the district itself or any natural demerits, but in consequence of the incapacity and ignorance of the settlers who first went there, who, being totally unfit for the settlement of a new district, made a complete mess of their affairs, and the district unfortunately came to be regarded as a very inferior district. But anyone who passed through the district, if he went alongside the Darling Range and saw the number of beautiful springs coming out of those hills, and the charming valleys along the foot of the Range, forming admirable sites for orchards, vineyards, orange-groves, and what not—anyone who passed through the district and saw its natural advantages, must come to the conclusion that the district was as well fitted for settlement as any other district in the colony. He understood that the crops would bear favorable comparison with the average crops in any district of the colony. Land in the district had recently been bought up in large quantities, in view of the likelihood of its becoming valuable; and, as the Government had thought proper to lock up all the land alongside the Eastern Railway and hand it over to Mr. Waddington's syndicate, and as it would consequently be impossible for the citizens of Perth to obtain sites for rural retreats where they could retire to recuperate their shattered energies, anywhere within easy reach of the city, they must necessarily go to the Canning, which in time would no doubt be dotted with smiling homesteads and charming villas. So much, then, for the Canning. He had not mentioned the great advantage which it would be to the public to have the present Race-course line brought across the river. The increased passenger traffic which would result from taking the railway right to the race-course was another element of additional revenue for this railway, and no doubt the increased receipts from that source alone would be very considerable. Going on to Narrogin, he believed the country about there was of the same character as the Canning country, and was very good land indeed. At Wongong

they knew there was a magnificent garden, and the Wongong Brook ran all the year round. There was such a very beautiful spot in this locality that the early settlers were so enchanted with it that they called it Paradise. The junction with the Jarrahdale line would be about 27 or 28 miles from Perth, and 9 or 10 miles from Narrogin. This would accommodate the Jarrahdale Timber Co., who would then be in a position to enter into competition with the Canning Timber Co. and the timber companies on the Eastern Railway line, who now might be said to have the monopoly of the trade, which they all knew was not an advisable thing in any business. The line would also accommodate a number of persons who lived about that locality, and all the Serpentine people, giving them direct communication with Rockingham. There was some excellent land at the Serpentine. Mr. Richardson's was one of the best farms in the colony, and Mr. Wellard's. He had no hesitation in saying that if they had a railway it would tend to greatly increase the population of that district, which, he believed, was admirably adapted for settlement. Although he had confined himself in his resolution to the first section of the proposed railway, as far as the junction with the Jarrahdale line, he should be very pleased, for his part, if some hon. member were to propose an amendment with the view of inserting a provision that the line should be taken as far as Pinjarrah, which was the proposed terminus of the second section. If the hon. and gallant member for the district would move a resolution to that effect, he should be happy himself to support him. Coming now to the question of figures, he was credibly informed that we might safely estimate that this line, including stations, rolling stock, and all the necessary plant, including a telegraph line alongside, would not exceed the sum of £4,000 per mile; so that, estimating the length of the first section at 28 miles, we should have a sum of £112,000 to pay interest upon. This would be £4,480 a year, and, estimating our contribution towards the sinking fund at a further sum of £1,120, the annual cost to the colony would be about £5,600 a year. Out of that we should be providing a sinking fund which in fifty years would enable us to purchase

the line. By the construction of this line we should also save something on the cost of the Royal Mail service to the Southern districts. The terminus of the Albany mail service would be at Narrogin, and the terminus of the Vasse and the Bunbury services would be at the Jarrahdale junction. We should thus save some expenditure upon the roads, which, though not a very large amount in itself, was something worth mentioning. Taking all these various circumstances into consideration, and bearing in mind the great anxiety there was amongst these people on the Canning to have railway communication, and that a good deal of land had lately been taken up in the district, and that the value of land was increasing; looking also at the fact that the land was suitable for settlement all along the line, he could not help thinking it would be a wise thing for the Legislature to accept this proposal. When he said it would be a wise thing, he meant that the construction of this railway would have the effect of creating a traffic which would at any rate recoup the working expenses of the line, and not only recoup the working expenses but also induce a large amount of settlement, and be a great boon and a benefit to the settlers there at present as well as to those who might settle there hereafter. It would also be a benefit to the residents of Perth and Fremantle, and indirectly to the whole colony; for they must bear in mind that every person they settled upon the soil, every person they induced to become a producer, saved the colony so much money in the introduction from abroad of agricultural, dairy, and other produce required for local consumption. At present large sums were sent annually out of the colony for such articles as butter, cheese, bacon, potatoes, and other products which ought to be produced in the colony, and which the land in the neighborhood of this railway was quite capable of producing, and no doubt would be made to produce if improved means of communication were provided. Under these circumstances, he hoped hon. members would be inclined to vote for this resolution. The hon. member for Fremantle, who was not present that evening, had desired him, after introducing the subject, to postpone its consideration until some future day; and for his own part, he had no objection

whatever to the debate being adjourned, so as to enable the hon. member to take part in the discussion.

MR. SHOLL moved that the debate be adjourned until Wednesday, August 18.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) said he did not rise to oppose the adjournment, if the House wished the consideration of the subject to be postponed, but he should like to say a few words. He had hoped to have been able to place before the House the Estimates of Revenue and Expenditure for the year 1887 that evening, but he regretted to say he would be unable to do so until to-morrow. If those Estimates had been in the hands of hon. members he felt certain that the hon. member who had moved this resolution would have seen at once the utter impossibility of the Government supporting the proposition in any way. There was no doubt that Mr. Dobson's proposal was fair and reasonable, and that the construction of a railway to Jarrahdale or Pinjarrah might be productive of the good alluded to by the hon. member for Perth; but in these matters of expenditure it was necessary that we should cut our coat according to our cloth. The rapid development of the Kimberley district and the various wants of other districts had rendered it necessary for the Government to make provision for a very large expenditure during 1887; and although they hoped—and he thought they had every reason to hope—that the revenue they expected to realise would meet that expenditure, he trusted that hon. members would see, when they had the Estimates in their hands, that the margin was a very small one indeed. Such being the case, he thought himself, and the Government felt, it would be more prudent if the consideration of this proposal were postponed until next year, when they might be in a better position to judge whether our finances would justify us in incurring these fresh liabilities. He hoped that hon. members would agree with him on that point, and that the hon. member who had moved the resolution would not be disposed to press it, because, representing the Government, he might say plainly that the Government were not in a position to consider the proposal.

CAPTAIN FAWCETT said the hon. member who had brought forward the motion had mentioned the district which he had the honor to represent. For his own part he should like very much to see this line extended as far as Pinjarrah. He might say that there was a more beautiful forest of timber at Pinjarrah than even at Jarrahdale. At the latter place the forest was getting somewhat worn out, but it would be utterly impossible to exhaust the timber on the road to Pinjarrah. He felt bound to support the motion for this reason: that nothing asked for the Murray or Pinjarrah met with the slightest support. Whatever they asked for was put on one side. He therefore supported this proposal most warmly. A paltry £5,000 a year would be nothing to provide in the shape of interest and sinking fund. He ventured to say that the railway itself would bring in more money. As to Pinjarrah, he believed the Colonial Secretary himself was anxious to purchase some land down there; and, if they could only get a railway there, what a charming retreat it would be. He might also mention that there was a cinnabar mine near Pinjarrah, which might turn out a very valuable property, and it would be utterly impossible for that mine to be properly worked without a railway. He should do all in his power to support the proposal, and he hoped that all independent members would do so, and that they would yet see it an accomplished fact.

MR. LAYMAN was sorry the Government did not see their way clear to support the proposal, but as the persuasive eloquence of the hon. member for Fremantle was yet to be brought to bear upon them, he was in hopes that they might yet alter their opinion on the subject.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said that after what had fallen from the Colonial Secretary it was hardly worth while pressing the matter any further this session. What had been said was, that the Government did not feel at present in a position to entertain this proposal. He did not know that there was any reason for such hurry in the matter. If the proposal was such a good thing as had been represented, it would keep until

next year. Between this and next year they could not do much more than make the necessary surveys to enable them to make a proper estimate. He was not ready to agree with the hon. member for Perth that this would not be a debt upon the colony if we incurred the liability. It appeared to him that if this railway cost £112,000 we should be owing that amount just as much as if we borrowed the money ourselves in any market. We should have to pay the interest upon it, and also provide for a sinking fund just in the same way as we would if it were a loan. But that was not the thing. What we had to consider was whether for so small a sum as £112,000 we might not possibly derive some benefit in borrowing it from the contractor in the way it was proposed to be done than by going into the money market for it. It appeared to him that we might. [AN HON. MEMBER: Question.] That was his opinion. He thought, however, it would be well if the question were adjourned until next session. In the meantime the Government would, during the recess, make such inquiries as would place the matter in a proper form. At the present time they had merely an embryo scheme. They did not know anything as to what it would cost; and he thought it would be much better if the scheme were elaborated, and an opportunity afforded for considering whether it would be better for the project to be undertaken by the Government or by the contractor.

MR. PARKER said he had no wish to press the matter upon the Government against their wish, but he saw no reason why the debate should not be adjourned for a few days.

MR. GRANT was sorry to see all these delays in the public business. He did not see why they should defer the consideration of this question, instead of settling it at once. They had a great deal of work yet to do, and many of them wanted to get home. It was evident from what the Government had told them that it was impossible for them to entertain the proposal at present. He thought it was something extraordinary for the hon. member to argue that this would not be a debt. If it would not be a debt he should like to know what it would be. If the hon. member had found out a way by which he could incur such a liability

as this without going into debt, the discovery was equal to the discovery of the philosopher's stone. As to his estimates, the hon. member had told them candidly that he would not vouch for them, but that they had been calculated by some committee. For his own part he saw no chance of this railway turning out a reproductive work, or proving of much benefit. There was some timber, no doubt, Pinjarrah way, and perhaps the hon. member had an interest in it, or somebody else had. As to gardens, they were only a few miles away now, yet we had to import largely from the other colonies. He saw no prospect of the line ever paying. Did not that House consider there was much greater necessity for establishing railway communication with other parts of the colony than with such a small place as Pinjarrah? He thought it was out of place altogether occupying the time of the House any further with the proposal at this stage of the session.

Debate adjourned.

IMPORT DUTY ON HARD WOOD.

MR. LAYMAN moved a resolution, that in the opinion of the House the time had arrived when a specific import duty (say 12s. per load of 50 cubic feet) should be imposed on all hard-wood timbers imported into the colony. The hon. member said it had been brought to his notice—but it might be wrong, of course—that there was a cargo of hard wood now on the way from a foreign port to our Northern territory, and, if such was the case, it might result in the opening up of a foreign trade with that distant portion of our colony. Looking at what the timber trade had cost the Government of this colony to establish and foster, he thought it would be desirable, in view of this foreign competition, to impose a specific duty on all hard-wood timber.

CAPTAIN FAWCETT seconded the motion.

MR. PARKER could not help thinking that it would be a mistake to allow it to go abroad that, after all our talk about our famous jarrah, we deemed it necessary to protect ourselves against foreign competition, by imposing a protective duty upon foreign timber. He was under the impression that we might com-

pete with all the world as regards timber, and surely we were in a position to compete against all comers on our own ground, without handicapping foreign competitors. He knew very well that the timber companies in this part of the colony had no desire for any protective duty—they would consider it a slur upon their energy, and a slur upon the colony to ask for it; and he could not conceive anything more damaging to the fair fame of our magnificent jarrah than for an impression to get abroad that we were not in a position to compete against all the world, without fear of being driven out of the field. He felt bound to oppose the motion.

MR. LAYMAN said it was in consequence of the great distance of our Northern settlements from the timber-producing parts of the colony that he had brought forward the motion, in view of the rapid development of these Northern settlements. An inferior class of timber might be imported from some of the Malay Islands, where labor was very cheap.

MR. PEARSE thought the hon. member must be dreaming. He was not aware of any vessel being on the way with timber for our northern ports, nor was it likely that anybody would think of introducing any hard wood to compete against jarrah on its own native soil.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): Will the hon. member kindly say where this cargo of hard wood is coming from, and what is the name of the wood?

MR. LAYMAN said he was not aware that there was a cargo actually on the way, but he was informed that such was the case, and he thought we ought to be prepared against all emergencies.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said the hon. member reminded him of the celebrated White Knight, who, when he went out on horseback, carried a rat trap with him, in case the rats might take it into their heads to climb up the legs of his horse. He thought the hon. member's fears as regards our timber trade were about as mythical as those of the White Knight with his rat trap.

The motion was negatived, on the voices.

ROADS BILL.

THE ACTING ATTORNEY GENERAL (Hon. S. Burt), in moving the first reading of a bill to regulate the management of roads, said the bill was not so formidable as it looked. The greater portion of it simply referred to matters of procedure relating to the election of Roads Boards and the qualification of electors and candidates,—which, for convenience sake, it was proposed to assimilate with the procedure connected with municipal elections. Taking away these clauses, the bill would be found to be a very simple one, and its main provisions would be found in about twenty clauses, dealing with the declaration of roads and the closing of roads, and one or two other matters.

The motion was agreed to.

Bill read a first time.

WINES, BEER, AND SPIRITS SALE ACT AMENDMENT BILL.

THE ACTING ATTORNEY GENERAL (Hon. S. Burt), in moving the first reading of this bill, said it sought to deal with the granting of licenses in such parts of the colony as the Kimberley district, and upon the goldfields, where it would be impracticable to carry out the provisions of the existing Act as regards advertising applications for licenses. The bill also contained a few general provisions bearing upon the licensing law at present in force, including an amendment of the clause relating to the sale of liquor to lodgers and *bonâ fide* travellers on Sundays.

Motion agreed to.

Bill read a first time.

CLOSURE OF DRUMMOND STREET, GUILDFORD, BILL.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved the second reading of a bill legalising the closure of Drummond Street, Guildford. The bill had been brought in at the request of the Municipal Council. The street which it was proposed to close was a street leading down on the east side of the Commonage, and the Municipality wished to have it included in the town. The Government having no wish to interfere with the action of the Town Council had brought in this bill to legalise the closure

of the street, and he thought the House might safely pass it, because the matter would be altogether in the hands of the Municipality, and, if necessary to reopen the street, it could be done by repealing the bill at some future time. There were only two blocks that it would interfere with, and the owners had no objection.

Motion agreed to, *sub silentio*.

Bill read a second time.

GOLD DUTY BILL.

Read a third time and passed.

MESSAGE (No. 13): REPLYING TO ADDRESSES.

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

"In reply to Addresses Nos. 12 and 16, of the 21st and 27th of July, the Governor has the honor to inform the Honorable the Legislative Council that, in accordance with their request, the salary of the Clerk to the Resident Magistrate of the Northern District will be proposed to be raised to £175 *per annum* upon the Estimates of Expenditure for 1887.

"2. With regard to the suggested extension of the Telegraph line from Gingin to Dandaragan, the Governor doubts whether, in view of the largely increased charge for the Telegraph Department, and of other pressing demands which it is not possible, as yet, to comply with, this outlay can be provided for, next year. If, after examining the Estimates for 1887, Your Honorable House should still feel able to recommend the expenditure, the Governor will again consider the matter.

"Government House, Perth, 16th August, 1886."

MESSAGE (No. 14): ASSENTING TO BILLS.

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

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

"15. *An Act to amend the Criminal Law Procedure.*

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

"17. *An Act to provide for the constitution of Magisterial Districts.*

"18. *An Act for the management of Goldfields.*

"2. The authenticated copies of the Acts are returned herewith.

"Government House, Perth, 16th August, 1886."

MESSAGE (No. 15): RE ARTHUR EDWARDS'S CASE.

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

"In reply to Address No. 14, of the 23rd of July, the Governor has the honor to transmit herewith a Report received from the Government Resident at Roebourne respecting the case of Arthur Edwards, together with the depositions in connection with the charge of cattle stealing referred to.

"Government House, Perth, 16th August, 1886."

MESSAGE (No. 16): REPLYING TO ADDRESSES.

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

"The Governor has the honor to inform the Honorable the Legislative Council that he has taken the action necessary to carry out the recommendations contained in Addresses Nos. 6 and 7, of the 5th and 8th of July, respecting the importation of stock and the opening of certain pearling banks.

"Government House, Perth, 16th August, 1886."

MESSAGE (No. 17): TELEGRAPH COMMUNICATION WITH THE KIMBERLEY GOLDFIELDS.

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

"The Governor desires to bring before the Honorable the Legislative Council the question of Telegraphic communica-

"tion with the Kimberley Goldfields and the Port of Wyndham.

"As the Council is aware, a Contract for the extension of the Telegraph system of the Colony from Roebourne to Derby has been entered into, and is now in course of execution.

"But it is also most necessary that the seat of Government should be connected by Telegraph with the Goldfields and with Wyndham, and it would further be very expedient that the Telegraph system should be extended, at a suitable point, to the border of South Australia, if the Government of that Colony would engage to connect with our system at the border, and so duplicate the trans-continental telegraph.

"The Northern Districts of this Colony are now under the completely changed condition of a large and sudden influx of population and trade, consequent on the discovery of a Goldfield. They cannot possibly be administered from Perth, with satisfaction either to the Government or the people, unless they are at an early date included within our system of telegraphic communication.

"Should the Legislative Council concur in this view, it will be well to make every exertion to initiate the construction of the necessary lines of telegraph, at several points, and without delay; and probably, to save time and for other reasons, the works should be undertaken by the Government, in preference to contractors.

"The maximum cost of the considerable extension of our telegraph system now suggested may approach the large sum of £60,000, and cannot of course be provided from current revenue.

"The Governor invites Your Honorable House to consider whether, under the circumstances, the best method would not be to advance the necessary funds from the item of £105,000, set aside for Fremantle Harbor works in the Loan Act of 1884, but expressly to provide, in the necessary Bill, that the advance shall be repaid to the credit of Fremantle Harbor works from the next Loan.

"A similar course might be followed with respect to the proposed expenditure of £7,000 for the improvement of the Fremantle water supply, since it

"has been found impossible to provide this sum upon the Estimates of 1887.

"Government House, Perth, 16th August, 1886."

The consideration of this Message was made an order of the day for Tuesday, 17th August.

LAND REGULATIONS.

The House went into committee for the further consideration of the Land Regulations.

Clause 79.—*Payment of Rents.*—"All land rents shall be calculated as from the 1st of January to the 31st of December, and shall be paid in advance to the Commissioner, at the Land and Survey Office, Perth, or to his agents, at the various Resident Magistrate's Courts in the Colony, on or before the 1st of March in each year. Licenses or leases applied for during the year shall be granted as from the 1st day of January, the first day of April, the 1st day of July, or the 1st day of October, as the case may be. Rent for the current year shall be payable as from the date of granting; but in no case shall less than one-fourth of the whole year's rent be received. Should any lessee under these Regulations fail to pay his rent on the 1st of March as aforesaid, he shall forfeit all right to the land and the improvements thereon, unless within thirty days after such rent is due it shall be paid, together with an additional sum equal to five per cent., or within sixty days with ten per cent. added, or within ninety days with fifteen per cent. added, or within one hundred and twenty days with twenty per cent. added. Rents remaining unpaid shall be notified in the *Government Gazette* as soon as possible after 1st March in each year. After one hundred and twenty days have elapsed without payment of rent, with required addition, the land shall be absolutely forfeited, together with any improvements existing thereon."

Mr. SHOLL said he did not see any necessity for allowing such a long time as four months for a man to pay up his rent. He knew of cases where land had been bought, and the colony deprived of four months' rent. He thought two months' grace was quite long enough.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said this extension of time was agreed to after very careful consideration; and, having had a long experience now as regards this question of the payment of rents, he could confidently recommend the clause to the House. After the 1st March at present two months were allowed for people to pay their rents, by paying a fine of 25 per cent., but it was found that was not long enough in a large colony like this. In the first place it took a considerable time before the returns from out-stations arrived at head quarters, and by the time they were published in the *Gazette* it rarely happened that more than fourteen days or three weeks were given for it to reach perhaps the uttermost parts of the colony for people to see whether their rents had been paid or not. The object was to give people a chance of paying their rents and not have their land jumped, and lose it simply through an accident or a mistake. At the present time lots of applications were made to him by people who missed paying their rents, or whose agents had inadvertently omitted to pay the rent for them; and the Government were in this position—they must either break the law or the lessees must forfeit their land. He thought it would be better for everyone that those who were willing to pay the fine should have an opportunity of doing so. He was sure it was in the interest of the lessee and also of the Government and of the Land Office, for they would be able to deal with lessees under the law, instead of having to break the law, as they had to do at present, in order to do substantial justice.

Mr. LOTON thought this was a clause that should recommend itself to the committee. He thought the conditions at present imposed were rather harsh conditions. Anyone who had had any experience as regards the payments of rents must admit that, although every care and caution might be exercised by lessees, yet through the inadvertence of their agents an omission might occur; and it was only fair, he thought, that a lessee should have an opportunity, if he wished, to rectify the omission, by the payment of a small fine. He thought, however, it would be well if the Government were to publish a full and complete

list of the numbers of every lease in the *Gazette* a certain time before the rents became due—say in January. That would be a reminder to the lessees; and once the system was initiated, it would simply be the cost of printing, and it certainly would be a great boon to landholders, and he should think very convenient for the Government.

Mr. GRANT would like to see the time extended to six months. There were parts of the colony a very long way off from Perth; and it might happen that the owners of the land might be out of the colony, and, in their absence, their agents might neglect to pay the rent. He agreed with the hon. member Mr. Loton, as to the desirability of publishing a list of the leases in the *Gazette* some time before the rent became due, as a sort of reminder to the lessees.

Mr. SHOLL said no doubt there was something in what had been said by those hon. members who were opposed to reducing the time for paying rents, and he could see that it might lead to hardship in some cases. Still he could not help thinking that the clause as it stood would afford encouragement to people who took up land simply for purposes of speculation.

The clause was then put and passed.

Clause 80.—“*Improvements.*—No payment or valuation shall be made pursuant to these Regulations in respect to any improvements, nor shall any improvements be considered pursuant to these Regulations, unless the Commissioner shall be satisfied that the same were made *bona fide* for the purpose of improving the land or increasing the carrying capacity thereof, and unless the same shall consist of wells of fresh water, reservoirs, tanks or dams of permanent character and available for the use of stock, increasing thereby the carrying capacity of the land; or of fences, sheds, and buildings erected for farm or shearing and station purposes, not being dwelling houses; or of cultivation, sub-division fences, clearing, grubbing, draining, ring-barking (at not more than two shillings per acre), or any improvement for maintaining or improving the agricultural or pastoral capabilities of the land.”

Mr. BURGESS asked why it was that dwelling houses were not to be taken into

consideration in valuing improvements? Other buildings were allowed for, and why should not a dwelling house? A man must have some place to live in, however humble.

MR. VENN said that when this question was before the select committee last year he moved very strongly that dwelling houses should be considered an improvement within the meaning of these regulations; but the majority were against him. Nothing, it appeared to him, afforded stronger proof of a man's *bona fides* and his intention to settle on the land than the erection of a house; and he would move that the clause be amended, so as to include dwelling houses within the category of improvements to be paid for. The hon. member moved to insert, between "sheds" and "and," in the 16th line, the words "dwelling houses."

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said the Government had no very strong opinion on the subject one way or the other, but the question was carefully considered by the select committee, who settled these regulations, and he thought the principal reason which led them to exclude dwelling houses was the fact that a man by erecting a somewhat expensive building for a residence might, without doing anything in the way of improving the land itself, become possessed of a very large quantity of land. Under the conditional purchase system a man had only to spend so much an acre in improvements to entitle him to the fee simple, and, if he built a decent house upon the land, he need do little or nothing else to entitle him to claim the land. That would be defeating the main object of these regulations, which was to encourage people to improve the land by increasing its productiveness or its carrying capabilities.

MR. GRANT would be sorry to see dwelling houses included in the clause. It was no advantage to the colony—it did not enhance the value of the public estate—simply to put up a private residence upon the land.

MR. LAYMAN was also opposed to the amendment on the same ground. If a house was to be counted as an improvement it would defeat in a very great measure the object of the regulations. The erection of an expensive house would entitle the holder of the land to the

fee simple without his doing any other improvements.

MR. VENN wanted to know what difference it made whether a man put up a house or an expensive shearing shed. The latter would count as an improvement, and might cost as much as a dwelling house. A shearing shed did not improve the carrying capacity of the land any more than a dwelling house.

MR. BURGESS said that with all due regard to the collective wisdom of the select committee he still thought that a man's house ought to be reckoned as an improvement. It was absurd to think that a man would go to the expense of building a dwelling house unless he really intended settling upon the land. He had known shearing sheds to cost as much as £500 or £600, all of which would count as so much improvement, and entitle a man to a very large quantity of land; whereas if he spent £100 to £200 in building a dwelling house he would get nothing for it. He thought, however, that a limit ought to be placed upon the value of a house, so as to prevent abuses.

MR. PEARSE thought that a house was the best guarantee they could have that a man meant to go in for other improvements, but he believed in having a limit as to the value.

MR. HARPER was afraid the hon. member for Wellington had not considered the bearing of his amendment. Under these regulations it was proposed that a conditional purchaser should expend 10s. an acre in improvements, in twenty years, so as to entitle him to a Crown grant. This, in the case of a man who took up 500 acres, would mean an expenditure of £250, which would go a good way in clearing, fencing, and improving a portion of the land; but if a man put up a house on the land of the value of £250, the land would become his own at once, and no other improvements would be necessary. As to the erection of a house being evidence of a *bona fide* intention to settle upon the land and improve it, he thought that fencing, clearing, and well-sinking afforded much stronger evidence of a man's *bona fides*.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) pointed out that the clause provided that no payment shall be allowed or made for im-

provements "unless the Commissioner shall be satisfied that the same were *bonâ fide* for the purpose of improving the land or increasing the carrying capacity thereof." No one could contend that a dwelling-house would do that.

MR. VENN: Nor could it be contended that a shearing shed or a stable would do it. To be consistent, the hon. member should strike out all other buildings, as well as a dwelling house.

MR. RANDELL said, although when speaking on the general question the other day he stated that he thought a dwelling-house ought to count as an improvement, he could see now that the concession might be abused. A lessee might build a house for his manager, and pay him a lesser salary in consideration of allowing him a house to live in.

Question put—that the words proposed to be inserted be inserted:

A division being called for, the numbers were—

Ayes	6
Noes	11

Majority against ...	5
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AYES.
Mr. Burges
Mr. Crowther
Mr. Loton
Mr. Pearce
Mr. Scott
Mr. Venn (Teller).

NOES.
Hon. M. S. Smith
Hon. S. Burt
Hon. J. A. Wright
Capt. Fawcett
Mr. Grant
Mr. Harper
Mr. Layman
Mr. Randell
Mr. Sholl
Hon. J. G. Lee Steere
Hon. J. Forrest (Teller).

The clause was then put and passed.

Clause 81.—"On the expiration by effluxion of time of any pastoral lease, not open to renewal on the same or any other conditions to the same lessee, or upon any pastoral lessee within an agricultural area being deprived by the Commissioner, acting under these regulations, of the use of any land held under a pastoral lease and comprised within such agricultural area, the pastoral lessee shall, subject to the provisions of these regulations, receive from the Commissioner the fair value of all improvements then on the land of which the lessee has been deprived. If a pastoral lease be renewed to a succeeding lessee the previous lessee shall be entitled to receive from the succeeding lessee the fair value of all improvements existing on the land. The amount of

"compensation to a lessee for improvements shall in all cases be determined, as far as may be, in the manner prescribed by Clause 83 of the regulations."

MR. BURGESS: Suppose a man had built a house on his leasehold land—I am not now speaking of conditional purchase land—would the house be considered an improvement within the meaning of this clause, in the event of the land being resumed by the Crown?

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest): I do not think so; looking at it in the light of the previous clause.

MR. BURGESS: I certainly think some provision should be made to meet such cases. It would be very hard indeed if the Crown deprived a man of a portion of his leasehold on which he had built his house, and allow him no compensation whatever for the house.

THE HON. J. G. LEE-STEERE: I think the hon. member has hit a blot here. I do not suppose anyone would like to see a man deprived of the value of his dwelling house, if the Government took away his land from him.

MR. VENN: Hon. members now are beginning to discover that a dwelling house, after all, is of some little value. It is a pity hon. members cannot be a little more consistent.

THE HON. J. G. LEE-STEERE: I do not think there is any inconsistency at all. When a man has the use of his dwelling house it is of no value to anybody else, but when he is absolutely deprived by the Government of his land and the house on it, in order that the land may be included within an agricultural area, I think it would be very unfair not to allow him some compensation.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said he would consider the point, before the regulations were recommitted. He could see that there was a difference between the two cases.

The clause was then agreed to, *pro forma*.

Clause 82.—Value of improvements on land applied for within agricultural areas: Agreed to.

Clause 83.—Value of all improvements claimed by pastoral lessees to be deter-

mined by arbitration, in the manner herein described :

THE HON. J. G. LEE-STEERE moved an amendment in this clause, to provide for improvements being paid for, "in the event of such improvements not being actually upon the land purchased out of a lease, but being so situated as to render them valueless or lessened in value to the lessee, by reason of their severance from the land applied for." An applicant, for instance, might take care not to apply for land that was just within a fence or adjacent to a well, so that he need not have to pay the lessee for these improvements, while at the same time the land by reason of its severance would perhaps be rendered valueless to the lessee. He knew of cases of injustice that had occurred in this way, and the amendment which he proposed would prevent such injustice being done in the future.

MR. VENN thought the amendment a very desirable one. He knew himself of cases such as those referred to, where strips of land had been rendered valueless to the Government or anybody else.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said the Government did not intend to oppose the amendment, but he should like to point out that there was some little difficulty about it. If the land was rendered valueless to the pastoral tenant, and the selector had to pay for improvements upon land that was not included within his selection but only contiguous to it—say a well, or a tank, or a piece of fencing—he would naturally expect to be allowed to remove such improvements, or at any rate to make use of them. It would be rather hard to make him pay for what he didn't get. There might be some cases of injustice under the clause as it stood, but he thought it would be very rare. He thought the words "lessened in value" would do, without the word "valueless." After all, it would be a question for the arbitrators.

MR. HARPER, while very much in sympathy with the object sought to be obtained, could see certain difficulties. He could conceive cases where a purchaser would be called upon to pay for improvements which would not benefit him in any way,—unless they empowered the Commissioner to compel him to take up the land upon which these improve-

ments had been effected, as well as the land which he applied for.

THE HON. J. G. LEE-STEERE thought the matter might be left to the arbitrators, provided the amendment were agreed to.

The amendment was then adopted, and the clause put and passed.

Clauses 84 to 100—agreed to, *sub silentio*.

Clause 101.—*Timber Regulations*.—
"Any person, or a pair of sawyers, splitters, or cutters, requiring a license to fell, cut, split, and remove, either by himself or by an agent or servant authorised in writing by him, any timber, sandal, jam, fire, and other wood growing or being on Crown lands, may apply to the Commissioner, to the Collector or to any Sub-Collector of Revenue, or to any Resident Magistrate, who shall thereupon issue the required license, after payment in advance of the fees in that behalf herein mentioned.

Per month.
£ s. d.

"To fell and hew timber to "be used or exported "as piles or barks, for "each man	3 0 0
"Or in the case of a pair "being employed	5 0 0

"Such license includes all
"men employed in re-
"moving timber in bulk
"or for piles during the
"currency of the license.

"To fell, cut, and remove "timber, or split and "remove fencing, fire- "wood, or shingles, "for each man	0 5 0
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"To cut sandalwood out- "side prohibited "areas, and wattle "or other bark, for "each man (no extra "license required for "carting)	0 2 6
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"No such license shall be issued for a period less than one nor more than twelve months. The names of the parties applying for a license shall be inserted therein, and no such license shall be transferable; but all timber marked, branded, or otherwise described by its licensed owner may remain on Crown land for a period not exceeding six months after the expiration of a license."

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved to insert, after the word "bark" in the 29th line, the words "or to gather zamia wool, gum, or other substances." He did so in view of the fact of some persons having been recently fined at Toodyay—£5, he believed—for collecting these products without a license.

CAPTAIN FAWCETT said it was a very serious matter: this zamia it was that gave cattle the disease called "wabbles," and he thought the persons referred to should have been fined £10.

The amendment was adopted.

MR. RANDELL said he had been informed—he did not know how true it was—that some holders of large areas of land were in the habit of going upon lands belonging to the Crown in respect of which individual sawyers and splitters were licensed.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said he would make inquiries.

MR. VENN, observing the thin state of the House, said he thought it was scandalous that such an important portion of the regulations should create so little interest. There was only a bare quorum present, and among them only three representative members. He moved that progress be reported.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest): They are only the old regulations. It is not the fault of the Government if there is a thin House.

MR. VENN: I know it is not the fault of the Government. The Government bench is full, and also the nominee bench, but there are only three representative members present, and I think it is rather scandalous.

MR. LOTON: I think the hon. member makes a mistake when he says there are only three representative members present. I claim, myself—and I think all who sit on this bench claim—to be equally representative of Western Australia as the hon. member for Wellington is, or any other hon. member.

MR. VENN: I made a mistake; I should have said elected members. I meant no disrespect to the nominee bench. I have the greatest respect myself for the occupants of that bench, and I admit that up to a certain point they may be

considered representative men. But that does not affect what I say. These timber regulations affect a most important industry, and I think it is desirable in the interest of the colony that they should not be passed through in an empty House.

The motion to report progress was negatived, and Clause 101, as amended, was agreed to.

Clauses 102 to 108:

Agreed to, without discussion.

Clause 109: Special timber concessions:

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved that this clause be struck out, with the view of inserting another in lieu of it, hereafter.

Motion agreed to.

Clause struck out.

Progress reported.

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

LEGISLATIVE COUNCIL,

Tuesday, 17th August, 1886.

Erection of Lighthouse at Cape Leenwin—Extension of Busselton Jetty—Tents for Railway Surveyors on Bunbury line—Friction between Government officers at Derby—Fremantle Gas and Coke Company Bill: first reading—Roads Bill: motion for second reading—Point of Order—Wines, Beer, and Spirits Sale Act, 1880, Amendment Bill: second reading—Closure of Drummond Street Bill: in committee—Message (No. 17): Telegraph to Kimberley Goldfields: consideration of—Land Regulations: further consideration in committee—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

ERECTION OF LIGHTHOUSE AT CAPE LEEUWIN.

MR. LAYMAN, in accordance with notice, asked the Colonial Secretary—holding in view the 23rd paragraph of the Speech with which His Excellency the Governor opened the Council last