

Mr. STEERE concurred, and moved that the clause be struck out entirely.

Amendment agreed to, and the clause was expunged.

The COLONIAL SECRETARY (Hon. F. P. Barlee) said that as the House had rejected the clauses relating to gallon licenses and hotel licenses, which were the main features of the Bill, and its object having thus been defeated, he proposed, with the consent of the House, to withdraw it.

Bill, by leave, withdrawn.

DISTILLATION BILL.

In Committee.

Clause 1: Appointment of officers—

Mr. STEERE asked out of what funds it was intended to pay the officers necessary for the due execution of the Act.

The COLONIAL SECRETARY (Hon. F. P. Barlee) said that at present no paid officers would be required. The principal object of the measure was to enable vineyard proprietors to distil; but the Bill was prospective in its provisions, and for that reason the Government had deemed it desirable, in framing it, to embody all the necessary clauses for the purpose of general distillation. He hoped that the period was not far distant when extensive distilleries would be established in our large towns, when the fees payable under the provisions of the Act would be devoted to the payment of the offices necessary for its due execution. The present requirements of the colony will necessitate no expenditure in the payment of salaries, as the office of inspector would be merely nominal, and the duties appertaining to it, would be discharged by the collectors of revenue. Ere long, however, he trusted more corn and barley would be grown in this colony than required for consumption, and the residue used for distillation, thereby preventing a large sum of money from being sent out of the colony. When in Victoria, last year, he had visited two or three distilleries and was in communication with a medical gentleman there, conversant with the working of such establishments and acquainted with capitalists who were prepared to embark in such an undertaking here, providing they were satisfied that the supply of grain would meet their demand.

Hence it was deemed prudent to render the measure as complete and comprehensive as possible, with the view of obviating the necessity for any further legislation on the subject. At present, however, he would under-

take to say that no paid officers would be required for the purpose of carrying out the provisions of the Act.

Mr. GULL expressed his intention of supporting the Bill, and acquiesced in the observations of the Hon. the Colonial Secretary. The measure was doubtlessly a very cumbrous one, but the object of its framers was deserving of all encouragement. Repudiating the slightest intention of cavilling at its detail, he intimated his intention of frequently interpellating the reading of the various clauses, not, however, for the purpose of captious discussion, but with the view of obtaining further information.

After some further remarks from Mr. STEERE and Mr. DRUMMOND, the clause was agreed to.

Clauses 2 to 8 agreed to.

Clause 9—

Mr. GULL proposed that 25 instead of 20 per centum of alcohol be the proportion to be contained in fortified wines. He had been in communication with several vineyard proprietors on the subject, and they were in favor of the larger proportion.

The COLONIAL SECRETARY (Hon. F. P. Barlee) had also been in communication with perhaps the most practical and scientific wine producer in the colony, and he entirely agreed with him that 20 per centum was amply sufficient. Experience had proved, not only in this country, but in other vine growing colonies, that the grand mistake in the manufacture of colonial wines was the practice of fortifying them too much.

After some remarks from the ATTORNEY GENERAL, and Mr. GULL, the clause was agreed to, as were all the other clauses, with a few slight alterations.

Short Title and Preamble agreed to.

Bill reported, with amendments.

The Council adjourned at 9.15 p.m.

LEGISLATIVE COUNCIL,

Monday, 24th July, 1871.

Papers tabled—Superannuation Bill: first reading—Supplies: in committee—Mason, Bird, and Company—Passages of Public Officers—Sericulture—Children of Warmer Graham—Jurica Amendment Bill: first reading.

The SPEAKER took the Chair at 6 p.m.

PRAYERS.

The Minutes were read and confirmed.

PAPERS TABLED.

The COLONIAL SECRETARY (Hon. F. P. Barlee) laid on the Table of the House all papers relating to the apprehension and trial of Mr. Kenneth McClean, Mr. Peter Headland, and others, last March, at Geraldton, including the depositions on which proceedings and warrants issued, and an account of all expenses incurred both before and after issue of warrants, in a detailed form.

The COLONIAL SECRETARY (Hon. F. P. Barlee), by command of His Excellency the Governor, laid on the Table of the House a petition to His Excellency the Governor from the settlers and inhabitants of the York district, praying for an increase of salary to the Resident Magistrate, to which was appended His Excellency's reasons for not acquiescing in the memorialists' request.

The COLONIAL SECRETARY (Hon. F. P. Barlee) laid on the Table of the House a return from one of the scab inspectors, showing the number of sheep, the quantity of wool shipped, and the average of wool per sheep from 1860 to 1870.

SUPERANNUATION BILL.

First Reading.

The COLONIAL SECRETARY (Hon. F. P. Barlee), in accordance with notice, moved for leave to introduce a Bill to regulate superannuation and other allowances to persons having held Civil Offices in the Public Service under the Colonial Government.

The Bill was read a first time.

SUPPLIES.

The COLONIAL SECRETARY (Hon. F. P. Barlee), in accordance with notice, moved that this Council do now resolve into a Committee of the whole Council, to consider the propriety of granting supplies for carrying on the service of the Government during the year 1872.

Question put and passed.

In Committee.

The COLONIAL SECRETARY (Hon. F. P. Barlee): Mr Chairman, in submitting to the House the resolution which now stands in my name, I have endeavoured to make it as vague as possible, and indeed so to word the resolution as to pledge the House to nothing; my object is simply to place myself in order, and to give myself the opportunity of placing before the House the financial condition of the colony as fairly and as briefly as I can, though I fear I shall have to claim some indulgence in

the latter respect. I desire to make a statement of the estimated revenue and expenditure, present and prospective, of the colony for the current financial year. I desire in no way to pledge hon. members, nor am I desirous of hastening the consideration and the progress of the Estimates which I shall lay before the Council this evening, beyond creating a discussion upon them in such a way as hon. members may deem expedient. Sir, to one placed in the position which I occupy this evening, it is a much more pleasant duty to submit a scheme of dealing with the revenue of a colony when that revenue is in a flourishing state, and when there is an overflowing surplus for expenditure upon public works, than when one has to acknowledge a deficit and a falling-off in the colony's revenue. I would much prefer to be in a position to come forward with prospective schemes of public works, of more or less magnitude, to be inaugurated in every district represented by hon. members in this House; but I exceedingly regret that I am unable to adopt that satisfactory course this evening. On the contrary, it is my duty to bring forward a scheme which contemplates and recommends a reduction rather than an increase in the public expenditure. Indeed, not only is it my unpleasant duty to anticipate a falling-off in the general revenue and expenditure, but to suggest, for future consideration, if prospects do not improve, certain reductions connected with the public establishments of the colony; not, however, with the view of such a scheme of retrenchment coming into operation at once, but prospectively. Sir, on the last occasion of my submitting a financial statement to this House, I alluded to the undertaking of various public works of considerable magnitude throughout the colony, each of which was freely and boldly discussed, though, as might have been anticipated in any deliberative assembly, considerable divergence of opinion existed as to the importance and necessity of the various works alluded to. In referring to that fact, and generally to the proceedings during the late session, I merely do so to say that I think, at all events, that some good resulted from the discussion. If it led to any subsequent ill-feeling of a personal nature outside these walls, I can only say that we and all must regret it. There is, at any rate, one advantage derived from the result of our deliberations, and that is, that in some measure we have been led to understand in some degree what may be the relative duty of the Governor towards the Council and of this Council towards the Governor. If any difference of opinion arises tonight from what I have to submit for the consideration of the

House—and it would be unreasonable to expect otherwise than that conflicting opinions will arise—I trust they may be attributed to a sense of duty and an earnest desire that the proceedings of the present session may be marked by a large amount of practical legislation, and that the measures which may become law will be conducive to the best interests and prosperity of the colony. I can assure the Council that it is the wish of the Government to work with and to consult with this Council, and that it recognises how much more advantageous it must be for the prosperity of the colony that such should be the case, than that the reverse should occur. (Hear, hear). I am sorry to observe that there has been a very considerable falling-off in the revenue during the first six months of the current year. It will be in the recollection of hon. members that in the debates which ensued on the occasion of my submitting the financial statement at the last session of this Council I was—I will not say taunted, for it may be misconstrued as offensive—but I was blamed for under-estimating the revenue, and was told that this item was too small, and that another item might be increased, that a thousand pounds more might be estimated to accrue from this article, and another thousand from that. In defending my calculations of the estimated revenue, I submitted to the House that I was, possibly, in a more favorable position to obtain reliable data than any other hon. member could be. Of course I had no objection to the sanguine views taken by certain hon. members as to the revenue, but I stated that I must decline to be held responsible for any deficit that might occur consequent upon their confident anticipations. I need not say that it would have afforded me much satisfaction were I able to inform the House this evening that those anticipations had been fulfilled; but, on the contrary, it grieves me to be compelled to state that even my own more modest calculations have not been realized. It becomes my duty now, Sir, to state what has been the result of the first six months' revenue, and what, in all probability, will be the result of the ensuing six months of the current year. Taking the past half-year's customs revenue, and assuming that the returns from that department for the next half-year will be equal, the falling-off will amount to between £5,000 and £6,000. The deficit from the land sales, I am sorry to say, may at the least be estimated at £2,500, while in the item of land revenues—which, of course, can be calculated with some degree of certainty, as the major portion of the sum derived from that source is received during the first half-year—the falling-off will be at least £3,000; and in postages,

there may be estimated a further decrease of £800: the various items amounting altogether to very nearly £12,000. So that, allowing for excess of revenue in one or two items, there will be, at the end of the year—unless some marked improvement takes place in the state of the colony—a deficit of £10,000, at the very least. In a small colony like our own, where we have little or nothing to fall back upon, such an amount becomes a very serious one, and the important question comes, how to reduce the expenditure so as to meet the decreasing revenue. I am free to confess that it is far easier to talk about reduction in that respect, than to carry it out, but I am perfectly sure it is a sound principle to acknowledge that before we incur obligations in new estimates we should clearly see the means of meeting them. There has been an earnest desire on the part of the Government to reduce expenditure, where practicable, but it has been found a very difficult task indeed. In more than one instance public works ordered by this Council to be undertaken have not been executed, and numerous applications for grants in aid of expeditions and other public matters have not only been withheld without the sanction of the Council, but the Governor does not even feel justified in submitting them for the consideration of the House at all; at any rate, not at the present time. In many items of expenditure there will be a considerable increase, but they are items which it was impossible to have foreseen and avoided. It is my intention, before the Council is prorogued, to submit for the information of hon. members, the whole of the overdraft that may probably occur at the end of the year. At present I will simply state that it is anticipated that at the termination of the financial year there will be an overdraft on various items of at least from, £7,500 to £8,000. At the same time, taking into account all underdrafts and the expenditure authorised by this Council, together with the £3,000 voted for contingencies, I do not believe that that amount will be overdrawn. It is the duty of this House to complain if its instructions with regard to the expenditure of public funds are not strictly carried out, and I admit it would be exceedingly improper that the Government should inaugurate any important work without the sanction and concurrence of this Council. But, I would ask hon. members, if it would be reasonable, supposing the sum of £3,000 was voted for the relief of pauperism, and a wide-spread distress, arising from some unforeseen circumstances should arise that the Government should be literally debarred from extending relief to a starving population until the Council had assembled. Sir, I presume upon the indulgence of the

House while I, for a moment refer to statements that have been recently published in the local newspapers in connection with a political meeting held in this city. The report to which I allude, if it be true, contains a statement publicly made at that meeting to the effect that when Governor Hampton left the colony there was a large surplus sum in the public chest, and that during the administration of his successor that sum was increased, but that Governor Weld had not at the present time enough to pay salaries for the current month. I have, of course, no objection to any person making any statement he pleases, but I think it is a pity that when such statements as these are put forward that all the circumstances connected with them are not mentioned. I do not for an instant imagine that the gentleman who gave public expression to those assertions was not desirous of placing a fair statement before the meeting, but I do not think it was a fair statement, and I may fairly view it as in some measure as unfair towards myself, as a public officer, inasmuch as, at the time alluded to, I held the same control over the colony's finances as at present, and I think it is but right that I should offer some explanation on the point. At the period mentioned, Providence had blessed the colony with successive seasons of prosperity, and those who were entrusted with the administration of its affairs wisely and prudently laid aside something for a rainy day. But it is only right to add that during the periods named, though a considerable sum was laid by, there was then, in proportion to the then revenue, a much larger excess of expenditure each year than there has been of late, and this is the reason why I have alluded to the subject. Had it not been for that forethought in laying by for the rainy day, this colony, Sir, would be in a sorry plight indeed at the present time. It would have become necessary to raise considerable sums of money by increased taxation, or the colony would, long before this—to use a commercial phrase—have stopped payment, and collapsed. Up to the present date the amount in the Colonial Treasury, to the public credit is only £2,044 8s 2d., and unless the revenue increases to an extent that I cannot clearly foresee, some decisive steps must be taken to bring our expenditure within our income. I can only express an earnest hope that Providence will vouchsafe a favorable termination to a season which, so far, has been all that could be desired, so that the clouds which now darken the horizon may be cleared away, and that we may see, not only the revenue increased, but that the promises of prosperity in the way of a large introduction of capital and

labor, of which there is some promise, may be fulfilled to a larger degree than I can at present anticipate. Sir, I now come to a consideration of the Estimates for the ensuing year; and, first of all, I would observe that they are framed on a totally different principle to that upon which they have been compiled in former years. Remarks were made by several hon. members on the last occasion of discussing the Estimates, to the effect that they were vague, unsatisfactory, and difficult to understand, that departments were not kept together and that it was almost impossible to arrive at any approximation of what salaries were paid to certain public servants, or what was the actual cost of each department. In the Estimates which I now place on the table, these defects have been remedied, as far as practicable, and they are framed, as nearly as possible, on the same principle and in a similar manner as obtains in the other colonies, showing in parallel columns and lines the sums estimated for each item for the year 1871 and the sums required for 1872, in connection with every department of the Public Service. Estimating the revenue at the very highest amount that I am justified I anticipate that I shall receive from all sources the sum of £97,849 13s. 4d., or, in round numbers, £5,000 less than the estimated revenue for 1871, and limiting and contracting expenditure to the utmost possible degree, I put it down at £97,289 14s. 2d., or about £5,000 less than the expenditure for 1871. This leaves a small margin of £559 19s. 2d., a margin which I very much fear will not cover unforeseen contingencies. In all public works and undertakings, when all the calculations of their estimated cost are completed, an engineer or architect, having allowed for everything that he conceives will be requisite, always adds 10 per cent. for contingencies; but I have not done so here, inasmuch as it has never been customary to do so in this colony. In other countries, to avoid excessive expenditure and to obviate the necessity of having to introduce supplementary Estimates the plan is adopted of estimating each item so as to cover all probable contingencies. Sir, hon. members have spoken somewhat severely in regard to the action of the Government with reference to excess of expenditure. The other evening, the hon. member for Geraldton said, and, I believe, with honesty of purpose, that if the colony could not find some one more capable than—I will not say myself—but than those who prepared the Estimates for past years, to fulfil the duties of that office, the sooner the better the present office holder was superseded. Sir, the time may come, and sooner perhaps than we anticipate when I may

no longer occupy the position which I now do and when some hon. member of this House may have the management of the finances of this colony. When that time arrives he will, I venture to say, never have such words applied to him as have been applied by more than one hon. member towards myself; and simply for this reason. Those hon. gentlemen who may then occupy the Opposition benches will not be inclined to cavil in regard to expenditure at the action of those who will sit on this side of the House, for the day may come when they will have to change their relative positions, and the same consideration and forbearance will be exhibited from one party as they hope to receive when they themselves may be placed in a similar position. Reverting to the Estimates which are not on the table, I may say that in framing them the Government have been guided by the strictest economy and retrenchment in every possible shape, has been carefully studied. Indeed, the Government has gone so far as to stop all increase of salary for length of service and good conduct to clerks and others. No increases of pay or staff has been estimated. The expenditure of the Survey Department is 1847 less than the estimated expenditure of the current year, and the pay of the Government Geologist is only calculated for nine months, of 1872, when his engagement terminates. And bare salaries are doled out in connection with the Telegraph Department, and no provision made for buildings; how the service will in this respect be carried out during 1872 and 1873 I can hardly say, but it must be done as best it can so bare indeed is the provision that it is questionable whether the duties of the department can be efficiently carried out. The only item in which there is any increase is that of education, an additional sum of £1,000 being placed on the Estimates for the purpose of carrying out the system provided for in the Bill which the Government has submitted for the consideration of the House. I doubt whether that sum will suffice to carry out the principle of the Bill in its entirety; but, of course the Council will be in a position to make further provisions, should hon. members deem it necessary. £2,500 only is allowed for works and buildings throughout the whole of the colony, and only one new work is proposed to be undertaken. That is erection of a small bonded store at Roebourne. There is only £8,000 placed on the Estimates for the repair, maintenance, and conservation of the roads of this extensive country. Sir, I am very sorry to have to inform the House but it is absolutely necessary that, in the desire of the Government that the colony should be just before generous, it is proposed to withhold all grants

in aid for agricultural and horticultural societies, and for the volunteers, as also to take away the £100 hitherto granted for the Queen's Plate. I am grieved to think that these sums are to be discontinued, inasmuch as they were calculated to produce much good, and I will most cordially concur in any measure that any hon. member may suggest with the view of obviating the necessity of withholding such aid. The Government has not deemed it wise to reduce any existing salaries, feeling bound to keep faith with present office holders, whose legitimate claims will be respected. At the same time, I will place before the House a memorandum showing in what way the Government is of opinion that various reductions could be made; but, I wish it to be closely and distinctly understood that there is no intention on the part of the Government to recommend that these reductions shall come into operation at present, nor adopted at all, unless imperatively necessary. As vacancies, by death or otherwise, occur in the various departments, it is proposed to amalgamate some of the existing offices, and thus save considerable expenditure. The first item of the contemplated reductions is the abolition of the salary of the Speaker of this House. It is also proposed to abolish the office of Crown Solicitor, whose duties would then devolve upon the Attorney General. Several reductions are also contemplated in the cases of Resident Magistrates. The office of paid magistrate and medical officer at Nickol Bay will be amalgamated, and it is proposed to have one Resident Magistrate at York and Toodyay instead of two, as at present; one for the Perth, Fremantle and Swan magisterial districts instead of three; one for Bunbury and Vasse in place of two; and one at Champion Bay and Greenough instead of two. The abolition of further geological researches till such time as the revenue admits of the required cost being provided is proposed. A gradual reduction in ecclesiastical grants and the abolition of all payment to jurors is also contemplated, and it is proposed to give aid from public funds to trunk lines of road only at a fixed sum per mile. With reference to the proposed alterations in the magisterial offices, it is anticipated that their duties will be less arduous as the number of the convict element decreases, and gentlemen holding commissions of the peace in the colony, who are, to a certain extent, bound to assist the Government in matters relating to magisterial duties, will be called upon to act in the absence of Resident or Stipendiary Magistrates. Now Sir, so far as figures are concerned, the financial statement is completed. The mere question of detail will

of course receive the most careful consideration of the House and I shall be happy to render the fullest information and explanation in all matters. I have now to ask the further indulgence of the House, while I direct their attention to the question of public works, and before I resume my seat, I shall lay before the Council a memorandum of works which His Excellency is desirous of submitting for the consideration of the House. The return will contain the relative importance and merits of each proposed work, in accordance with the opinion of His Excellency. I may state that it will be absolutely impossible, until the Estimates have been considered, for the House to come to any decision with regard to them, simply because I have in the Estimates shown that the whole revenue is absorbed in carrying on the Public Service, and therefore the question of public works must be considered separately. Should the circumstances of the colony improve, and there be a margin of revenue available, it may be the wish of the Council to cause preliminary surveys and plans to be made, to collect statistics and returns of the probable cost of such or some of the works alluded to, to be prepared and submitted for future consideration, such estimates, plans, returns, and information as will enable the Secretary of State, the Governor, and the Council to decide what works, and how and when such works will be undertaken. It will be a question for the consideration of the House whether public works are to be initiated by a public loan, by part payment in land, by guarantee, or by the imposition of a special tax. Under existing circumstances,—and I hope this may be a small crumb of comfort to hon. members—I am instructed to say that it is not the intention of the Government, in the present financial condition of the colony, to impose any additional burden of taxation, unless the Council specially requests such a course to be adopted. In a time of such depression as the colony is now going through, when poverty is the rule rather than the exception, it is considered unwise and impolitic to impose fresh taxation. The time, I trust, is not far distant when such an imposition may be borne cheerfully by the inhabitants of this colony. Sir, I have alluded to three ways in which it is possible that payment for public works may be made. I have heard of a fourth way, and that is, by mortgaging the Crown lands of the colony. That, at the present time, would be simply impossible, inasmuch as the Crown lands are not in the hands of the colony to mortgage; and even if they were, there are so many obvious disadvantages against such a course that it is unnecessary for me to allude to them. With reference to a guarantee, I am in a position

to state that there are people who are willing to undertake certain works, almost any works, in this colony, to carry out any plans and specifications that may be laid down by this Council, on receiving a certain percentage on the expenditure, and concessions of land. Before proceeding further with this question I wish to make a passing allusion to what, I think, has been a misconception in reference to the action of the Government in connection with the Loan Bill. There seems to be a very prevalent opinion that the Government objected to the proposed plan of securing a primary charge on the general revenue of the colony. Nothing ever passed my lips, and nothing ever emanated from the Executive, or from His Excellency himself that could give a coloring to such an impression. All that we said was, that if it was proposed to secure a loan as a primary charge on the revenue, there would have to be in that revenue such a margin as would suffice to meet contingent expenses in connection with a loan, not only towards providing interest and a sinking fund, but to meet such extraordinary expenditure as might and will arise in such cases. That margin does not exist now. It is immaterial, so far as I can see, whether a tax should be voted for any special work, to be taken away when such a work was completed or whether it should revert to the general revenue. It should be an advantage to the Government in many ways that it should form part of the revenue, it would simplify accounts and would enable the Government when time arrived for the reduction of taxation to reduce that tax or relieve possibly the taxpayers from burdens of a more oppressive nature, retaining that last imposed. A great deal has been said about a loan; there are a great many opinions afloat as regards a loan; and I think I may not be out of place, in speaking, as I am, to hon. members deeply interested in the question of a loan, and in the welfare of the colony, if I make a few general observations as to what should influence a colony in creating a loan. Now, Sir, first of all, I think it will go home to every mind here, that to borrow simply for the purpose of spending is simply ruinous. It can only result in fictitious prosperity for a time, and ultimate collapse; when those who have secured the lion's share of the spoil shall have gone away and left those who remain behind to pay not only the interest but the principal. We have no right, sir, to throw on posterity the expense of extinguishing obligations incurred with the view of partially if not materially benefiting our own condition. Hon. members need not look far to see countries that have burdened themselves with difficulties

that will take them years or ages to get clear of, by rushing too hastily into heavy loans. They may see it in Queensland and Tasmania, and it should be our duty to avoid the troubles that too largely borrowing has brought upon them. It has been urged that a loan should only be undertaken for expenditure upon reproductive works. It is a difficult question, Sir, to answer, what I have been asked over and over again, what are reproductive works? The usual notion in regard to such undertakings, is that no works are reproductive unless it is clear that the full working expenses connected with such works, and the interest upon the principal, together with some provision for a sinking fund can be derived from them. But I maintain that it does not follow that a work is not reproductive if it does not, at first or even at last, pay its own working expenses, putting aside altogether the payment of interest on the loan. There are many works which may tend to increased prosperity, to settlement, to augment the value of land, to develop agriculture, to encourage industries, and to promote the initiation of other subsidiary works, which I consider, to all intents and purposes, reproductive. As an illustration I might mention coast surveys. There can be no doubt that the ports of this colony have an exceedingly bad character, and there is a very great difficulty in inducing ships to visit our ports in consequence of this evil reputation. For instance, the Western Australian Timber Company have been utterly paralyzed because they have been unable to get their locomotive engines into the colony, in consequence of some absurd notion with regard to the dangers of Geographe Bay, than which there is not a safer port in the colony. Sir, when on a visit to the sister colonies last year, I then ascertained that the cost of surveying the coasts of Victoria and of New South Wales, which was jointly borne by the Imperial Government, never exceeded £2,000,—often not more than £1,500 per annum—so far as concerned the Colonial expenditure; and there is no reason why some such arrangement should not be carried out in this colony. I alluded to coast surveys with the view of showing that though they do not afford any immediate returns, they are in one indirect way, reproductive works. Go a little further and look beyond our coasts and harbors to the question of communication from seaward to the colony. His Excellency, in his speech on the occasion of opening this session, alluded to the absence of steamers on the coast, and, in my opinion, there is nothing that the members of this Council should consider so carefully as to endeavor to increase our communication with

other countries, and to make our colony known, for, it is but too true, we are very little known now. (Hear, hear). Sir, let us all put our shoulders to the wheel for the encouragement of steam communication, not alone with other countries, but along our own coast, and thus secure the trade of Albany, and that of the north-west settlement, which at present do not benefit us in the least, as regards the former, and the trade of the latter will be diverted to Java and Singapore, unless greater facilities are introduced for communication between this part of the colony and the north-west pearl fisheries. There is one peculiarity in the settlement of this colony which would render steam communication more available than any other country I have visited, that is the peculiar and varied products of each district. Bunbury and the Vasse have none of the products of Champion Bay, and, *vice versa*. Between these ports alone, with steam communication trade would be materially increased, and the rich mineral resources of the north might then reasonably be expected to be developed. It seems to me—and in making this observation I have no wish to be offensive—that many persons in this colony connected with mercantile pursuits, who are in a position to assist and encourage steam communication and other important interests, confine their attention too much to their own individual interests and take a too narrow view of colonial interests generally. They have been somewhat afraid to deal in outside matters with that liberal hand which often ensures a richer harvest hereafter than the most sanguine are apt to anticipate. I think I can venture to lay it down as an axiom that no one here will dispute, that facility of intercourse and communication is the most powerful agent for stimulating commercial enterprise. But, what has been done to carry out that axiom in this colony? Absolutely nothing. I have been to some trouble lately in collecting and compiling statistics relative to the trade and freights from port to port in this colony during the last 10 years and they are at the disposal of hon. members. In talking to His Excellency on this same subject the other day, I found, on this as in most things, that he knew a great deal more about the matter than I did, and he informed me that in his early days in New Zealand he had been one of the strongest advocates for the introduction of steam communication. I was amused to find that the same ideas obtained there as here, the same narrow views as to the advantages to be derived, and the same selfish opposition to the introduction of a steamer on the coast. But, a steamer was introduced, and, ever since, steam communication on a very exten-

sive scale combined with a fleet of those coasters which were to be ruined by the introduction of steamers has been carried on between that colony and other parts, the steamers and sailing crafts working into each others hands and helping their mutual interests and trade. Whether steam communication may, strictly speaking, come under the head of public works or should be provided for by a loan it will be for the Council to decide, but it seems to me that this important matter may be helped on by some concessions or a bonus. A more important question will not come under our consideration. A project is now on foot for the establishment of steam communication, and I shall be very much gratified if the scheme bears fruit. Steam communication is a question that will benefit all classes of the community, and in that sense it may not be out of place to ask the special attention of the Council to it. Sir, I have spoken at great length on public works generally, but no specific undertaking has yet been touched upon. In approaching the consideration of this question I feel that the difficulties in my path now begin, and, I fear, the difficulties will be in the path of the Council too. Such a state of things as exist here, an immense area of territory, with no common centre of population, no common commercial outlet or inlet, always renders the task of the Government a difficult one, especially in relation to public works, and more particularly when the means at disposal are so limited that it will only permit of one, or, at the most, two works being carried on at a time. I first come to the question of railways, and here I am at a loss to know where to begin, for in pleasing one district I am afraid the Council will affront another. The inhabitants of Bunbury and the southern districts would probably prefer a great southern railway or even no railway at all, to being taxed for a railway to the east. Victoria would prefer a line of rail to the mines, than to contribute towards one from Perth to Guildford, and no doubt the eastern districts would be perfectly horrified if we proposed any of these, and overlooked them. (Laughter.) The only possible way of settling this matter is by exhibiting a large degree of forbearance and consideration, merging local interests and prejudices in national welfare and prosperity, and placing before the Council such statistics and information as would lead hon. members to arrive at some definite plan. And now, Sir, for my scheme of public works, I will put railways aside for a few moments but I will revert to them again. Fremantle approaches more what may be strictly termed a commercial outlet than any other part in the colony, and as such,

it demands our attention. Perhaps any undertaking that would improve the harbor accommodation, facilitate the loading and unloading of vessels, decrease port expenses, freights, and lower insurances, would tend more for the benefit of the whole colony than any other public work. I have in my possession two plans to which I will briefly call the attention of the House; one contains a suggestion for improving the harbor of Fremantle and emanates from my honorable colleague the Surveyor General, and the other is an addition to the jetty at Fremantle suggested by Mr. Wallace Bickley. I would particularly call the attention of the Council to the former, upon which a great deal of labor and investigation has been bestowed. I recommended it simply because it is a cheap plan, and I recommend it still further because it can be carried out in some degree without any money at all, and at once. (Hear, hear, and laughter). Therefore, I am sure it will recommend itself to this Council. (Renewed laughter). It is proposed to construct a jetty at Jervoise Bay, south of Woodman Point, about 400 feet in length, which will enable vessels to lie in about $6\frac{1}{2}$ fathoms of water. The distance to Fremantle is nearly $6\frac{1}{2}$ miles, and it is proposed to connect the port with Jervoise Bay by a line of railway. Now, Sir, the greater portion of this work can be carried on at once, and carried on by convict labor. It is a work that would, at any rate, ensure a safe and commodious harbor for large vessels drawing any depth of water, at any season of the year, and I do not think it would be a very great inconvenience to Fremantle. The distance between that town and the proposed jetty would not be greater than between Melbourne and Williamstown, or between Adelaide and the port, or between Lombard Street and Victoria docks in London. We already have a railway from the jetty at Fremantle to North Fremantle bridge, and it is proposed to extend it as far as Jervoise Bay. On the other hand, Mr. Wanliss is constructing a railway from Rockingham to the timber ranges; the lines between Rockingham and Jervoise Bay might be connected together and thus we have a railway from Fremantle right up to the timber ranges, which would be one step towards a line to the eastern districts. The other plan, that of Mr. Bickley's, is, in my opinion, the best plan that has been submitted for the extension of the present jetty at Fremantle, and it will be for the Council to decide upon the merits of the two schemes. In regard to the former, the Surveyor General, who has taken a great deal of interest in the matter, will fully explain to the Council, and I am sure if hon. members will go to him, either in or out of

this House, he will give them all the particulars and information he possesses. There is much to be said in favor of this plan, which combined with some small expenditure in the Challenger Passage, and the use of a steam tug, would go far to make a really good and safe port at all seasons of the year, for vessels of any size. Should this scheme be adopted the steam dredge might, at least, be advantageously utilized in clearing the obstructions in the river Swan, so as to improve the navigation between Perth and Fremantle. I have thus simplified the way to get into the colony, and to arrive as far as Perth. We now want to penetrate into the interior, but the question then comes, in what direction? Shall we go north, south, east, or west? Whichever way we proceed, I fear we must displease a large number of good people. The case may not be inaptly illustrated by what has often come under my notice in connection with the Public Service. A vacancy occurs, and there is a "fat" billet to be given away—one of the many "fat" billets that are so often vacant in this colony—and there are, say, 25 applicants for the same "fat" billet. Of course one applicant only can be successful, and the result is that the Governor, in the exercise of his discretion to find the best man, makes 24 enemies, and one ungrateful man who thinks he ought to be paid a great deal more than he receives. (Laughter.) To avoid as much as possible this sort of feeling with reference to the initiation of public works it will be necessary, as I have observed before, to cultivate a spirit of forbearance, consideration, and patriotism. I think it may possibly be the opinion of the majority of the House that the eastern districts have the strongest claims for a railway, though it must be confessed that the Victoria district has also very powerful claims. But before any work is undertaken it is imperative that the Council should be in possession of every, and the fullest, information. We must also show that the proposed works can be undertaken for a moderate sum, and that there is a fair prospect that they will not only pay interest and working expenses, but contribute towards a sinking fund, that they will promote settlement, open out land for sale, and eventually improve the condition, and conduce to the welfare and prosperity of the colony at large. It is not reasonable to suppose that the southern portions of the colony will be reconciled to taxation for such works, unless they can see clearly such information as that to which I have alluded, and the chance that the time may not be far distant when their turn may come for some large expenditure in their portion of the colony. Sir, there are half-a-dozen lines of railways proposed for the eastern districts, all, more or less, open to

objection. There is one line from Guildford terminating at the Lakes, another line to York by the Helena, another to Chittering and on to Newcastle, a third to Northam, and a fourth to connect the whole of the Beverley district. Of all these, before any discussion can arise, preliminary surveys should be made, unless one particular line can be agreed upon by this Council, and in considering all these it is absolutely necessary to lay before the Council definite statistics as to cost of construction and traffic before any decision could be arrived at. I do not believe that there is one hon. member in this House, I do not believe there is one man in the colony, who can form an adequate idea of the cost of construction and the working expenses of a railway between Perth and York. It is a much larger undertaking than hon. members imagine, and the work would be difficult to surmount. In the calculation which I have made, I have calculated interest at 6 per cent. and working expenses at 12 per cent., and I believe the latter is 13 per cent. below what it would cost. Having completed the probable produce of the whole district, and laying the cost of transit to Perth at £3 per ton, and having further given to every man, woman, and child in the district so much per head to enable them to take a trip to the metropolis, and added to this, 3,000 tons of sandalwood, at £3 per ton, I found that the whole would not pay the interest at 6 per cent., and the working expenses at 12 per cent. My calculations may be wrong, but I believe they are in all probability, quite as accurate and reliable as any that have been made in this colony. I hope therefore, that hon. gentlemen will obtain the fullest information, and the most trustworthy data before they think of expending some hundreds of thousands of pounds upon public works. Having obtained such information and data, it will then become a question as to when such works shall be undertaken, whether now, or at some future day. I will, with the permission of the House, lay on the table a list of the public works which the Government is prepared to support as being not only desirable but necessary, and many of which have already been placed before the hon. members of this Council. In doing so, I have only to ask that each undertaking may be carefully considered with the view of determining its merits and importance. They are, (1) the propriety of granting a bonus or subsidy for steamers plying on the coasts; (2) a jetty at, and railway to Jervoise Bay, (3) or the extension of Fremantle jetty; (4) a railway to York or elsewhere; (5) coast surveys,—moorings at Geographe Bay, Champion Bay, and elsewhere; (6) working steam dredge, for the improvement of river navigation; (7) extension

of jetty at Albany, at Bunbury, and at Busselton; (8) gaol at Albany; (9) lighthouse at Champion Bay; (10) telegraph stations; (11) sea wall at Mandurah. Sir, I shall detain the House no longer, I have already trespassed too long on its indulgence and forbearance, but I think I have given hon. members ample matter for deliberation. (Long and sustained applause.)

Mr. NEWMAN opened the debate on the Budget by congratulating the Hon. the Colonial Secretary for its admirable lucidity, and the masterly manner in which the financial statement had been placed before the House, and, however hon. members might differ as to its details and the course of policy which it contemplated, there could be no divergence of opinion as to the coherent manner in which the fiscal scheme had been presented. There were some observations which had fallen from the lips of the hon. gentleman which were novel in the extreme. He alluded to that portion of his speech where, in contemplating a change in the relative position of parties in the House, he sought to maintain that a great deal more consideration and forbearance would be manifested towards whoever occupied the position he then filled than had been exhibited by hon. members towards himself. He certainly never had heard of an Opposition leader evincing tenderness and forbearance towards the leader of a Government party on the simple ground that at some future date the relative positions of the parties and their chiefs would be changed. He was sorry to hear of the depressed state of the colony's finances, and it seemed strange to him, that under such circumstances, looking at the enormous increase under the head of establishments, no reduction was possible. The contemplated scheme of reducing the expenditure prospectively was certainly somewhat suggestive, especially the first item with regard to which it was proposed to carry out the principle of reduction. He alluded to the abolition of the salary of the Speaker—no very cheering prospect, as it would involve the discontinuance of dinners at Mr. Speaker's hospitable board. (Laughter.) With regard to the proposed abolition of all payment to jurors, he considered that, on the contrary, there was a very prevalent desire on the part of the public that such payments should be increased. He feared that the contemplated abolition of remuneration to jurors would meet with no support in Council. There was however one characteristic of the financial scheme in which it might be said to be matchless. With reference to the great importance attached by the hon. gentleman to the question of steam communication, he (Mr. Newman) concurred as to the benefits that

would result from the introduction of steamers on our coast; but he was of opinion that the subject was one for private enterprise. If trade was likely to increase at the rate contemplated by the hon. gentleman, the mere publication of his speech would ensure the introduction of half-a-dozen steamers into the colony. Allusion had been made to the trade that would arise between Albany and the north-west coast settlements and Fremantle. Some benefit might, doubtless, accrue from steam communication, between the former and the latter ports; but to talk of a steamer plying between here and the north-west coast was almost quixotic. Referring to the question of public works, much stress had been laid on the paramount necessity of harbor improvements in Gage's Roads, which, it was asserted, was not safe for vessels lying there. He contended that Gage's Roads was safe enough; what was required was something that would facilitate the loading and unloading of vessels in such weather as we have recently experienced. In removing the harbor to Jervoise Bay the same drawback would occur, and with precisely the like result. A vessel of 1,000 tons, that could not discharge at Gage's Roads could not with safety be unloaded at Jervoise Bay. True, that the cost of constructing a railway from Fremantle to Jervoise Bay would not be much, but the sum would go a great way towards the erection of a suitable jetty at Fremantle in preparing the timber, for which convict labor might be utilized. With regard to the question of a loan the observations which had recently been published in the *Inquirer* would lead one to suppose that some hon. members had been advocating a loan for the mere purpose of spending money. He would say that if money could not be judiciously spent, better not borrow at all, than expend it upon a railway that would be as useless as one to the moon. Let hon. members calmly and dispassionately consider in the first place, what a loan was required for, and then how best to expend it. If hon. members entered Council as representatives and advocates for the claims of their own particular districts alone, if they could not merge local interests in national prosperity, they had better at once return to their constituencies, and deliver up their charge. If the Hon. the Colonial Secretary was impressed with the belief that it was out of mere selfish reasons that hon. members advocated a loan, the sooner the better the hon. gentleman disabused his mind of so erroneous and discreditable an impression. If such were actually the state of feeling that animated the members of that Council, it would be better to talk no more about a loan until representatives were returned to that Chamber who

knew their duty towards the colony at large, as well as towards the districts which they represented. In the question of railways, for instance, it would be impossible to commence such undertakings at all points at once, but they must be begun somewhere, and the question for hon. members was to decide impartially the best point for inaugurating such a public work. They had been informed by the Hon. the Colonial Secretary that they were going to ask for a loan before they knew how much money they actually wanted. He contended that when the Loan Bill was introduced last session it was simply on the understanding that a long time must necessarily elapse before a loan could be floated, while in the interim, plans and estimates might be prepared. In speaking of the two plans in his possession for harbor improvements at Fremantle the hon. gentleman gave the precedence to that of Mr. Wallace Bickley. The hon. gentleman must have been well aware that the other plan, which had been made at his (Mr. Newman's) expense, was calculated on the same scale as the one he advocated, the only difference being the starting point. The plan proposed by the Government merely proposed to enlarge the present jetty, which would be utterly useless, as the jetty would be extended at the same height as at present, which was quite useless so far as regarded the discharge of vessels of large tonnage. The same inconvenience and absence of all facilities for loading and unloading large vessels would exist as at present. As to the question of railways, though he agreed with the Hon. the Colonial Secretary in his observation as to the difficulty of arriving at the probable cost of a line to the eastern districts, yet he was convinced that such a line as would meet the requirements of the rudimentary state of this colony might be constructed at a sum per mile less than the hon. gentleman anticipated. He was prepared to say that a suitable line of railway, such as would answer our purpose for years to come, could be constructed at about £800 per mile.

The SPEAKER said that possibly a few hon. members would be disappointed at the depressed state of the colony's finances, but he himself was not. He was sorry that other reductions could not have been proposed beside abolishing the salary of poor unfortunate Mr. Speaker (laughter), and that emoluments of other officials could not be reduced. Though he would be sorry to see the salaries of hardworking public servants cut down, he yet contended that such a plan would have been preferable to forgoing the possibility of

inaugurating public works. When the present session of Council commenced he was particularly anxious that no allusion should be made by either party in the House to anything that had transpired outside the Chamber walls, but he considered that he would not be performing his duty that evening if he did not refer to an allusion made by the Hon. the Colonial Secretary in his address to a speech delivered at a public meeting in the town hall, wherein the Speaker had referred to a certain surplus sum of money having been in the Government chest at the time of the departure of one Governor, and which sum had increased during the administration of another, but that when the present Governor arrived there were no funds available for carrying on the Public Service. That statement, though not made by himself, he was prepared to defend. The hon. member who made use of those expressions was possibly not in a position to protect himself from the observations of the Hon. the Colonial Secretary, but he (Mr. Leake) would tell the House that what had been said at the meeting referred to, was true. He contended that to estimate the revenue for the next half-year on the same scale as the past six months was a fallacy. There were several large shipments of tea and sugar and other articles which would probably arrive before the end of the year, which would materially augment the customs revenue. He regretted exceedingly there were no funds available for any public works, but if there were, he would first of all advocate the construction of a jetty at Fremantle. As to steam communication, though he entirely concurred that nothing was more desirable, he yet looked upon the question as one peculiarly adapted for private speculation. He would however vote for a moderate subsidy to a company that would establish steam communication on our coasts.

The SURVEYOR GENERAL (Hon. M. Fraser) said the proposed jetty at Fremantle had been estimated at £30,000, while a railway to, and a jetty at Jervoise Bay would not cost half that sum. The best project which he had seen for harbor improvements was one by his predecessor, Captain Roe, which gave all the advantages of a large well constructed dock; but, at a very moderate estimate, the cost of such an undertaking was calculated at between £150,000 and £200,000, which of course rendered the scheme impracticable at present. He was quite convinced that with the proposed jetty at Jervoise Bay, vessels of any tonnage, and during all weather, would be able to load and unload. At Gage's Roads the utmost depth of water available would be about 25 feet, whereas at Jervoise Bay seven

fathoms of water would be rendered available. Moreover, the scheme which he proposed possessed these advantages over any other,—it could be carried out by convict labor, and, without delay. The hon. member for Fremantle had stated his belief that a line of railway could be constructed for £800 a mile. The rails and sleepers would cost that sum. He had made an estimate of a wooden tramway which might be made for about £860 per mile, but he contended that no line with iron rails could be constructed in a substantial manner under, or about, £2,000 per mile.

Mr. SHENTON believed that the Hon. the Colonial Secretary had estimated the customs revenue for the next half year much too low.

Mr. DRUMMOND advocated the claims of the eastern districts to a railway. In the Victoria district the greater number of farmers were within convenient distance to a sea port, and though at a future time he would be prepared to vote for a railway to that district, he thought, that in justice to the eastern districts, the first line of railway should go there.

A brief conversation ensued, which was confined to the following members—Mr. GULL, Mr. MARMION, Mr. LOGUE, and Mr. BROWN.

The COLONIAL SECRETARY (Hon. F. P. Barlee) then rose and said he was glad to find that the feast that had been placed before hon. members that evening had not disagreed with them. It was not often that a feast for so large a number, whether it be for the material man or the intellectual man, agreed so well as that which he had just had the honor of purveying for the delectation of hon. members. The Hon. the Speaker had alluded to an observation which had escaped him, which if viewed in the same light by other hon. members, would lead to the belief that he had been guilty of a rude and unmanly action in referring to remarks made in a speech by an hon. member who was not in a position to justify himself. Nothing was further from his mind than to be discourteous towards any hon. member in the House. It had ever been his desire and endeavour to abstain from any remarks that could possibly be construed as calculated to create ill-feeling, and if any one imagined that he had made use of any expression that evening disrespectfully to any hon. member, he was entirely mistaken. The hon. member for Fremantle had alluded to the cost of constructing a railway. The calculations and the data with which he (the Colonial Secretary) had been furnished were most reliable, and could be verified to a penny.

Mr. NEWMAN: So can mine.

The COLONIAL SECRETARY (Hon. F. P. Barlee) then could only remark that a timber company in the southern districts had constructed 11½ miles of railway at a cost of £16,000, which was exclusive of rolling stock, with the exception of 12 sets of waggons and wheels. That railway was not yet completed; there were approaches and culverts to be constructed. It would, of course, be for the House to decide whether his own data, or those of the hon. member for Fremantle, were correct. It had been suggested that convict labor might be rendered equally available for the carrying out of other schemes as that proposed by his hon. colleague, the Surveyor-General, for a jetty at, and a railway to Jervoise Bay. This was a mistaken idea. The Imperial Government had insisted upon concentration of convict labor, with the view of retrenchment, and there were a great number of men in the Fremantle prison who could not be employed elsewhere. With regard to the doubts entertained by the hon. member, Mr. Brown, as to the possibility of our raising a loan of a sum exceeding £20,000, he had not the slightest hesitation in stating that if it was found necessary to borrow £100,000, if the Council and the Government could act in accord, there would be no difficulty in obtaining that sum. He would be but too glad if the sanguine expectations of hon. members relative to the customs revenue were to be realized, but it could not be expected that land sales and land revenue would increase during the ensuing half year. Let not hon. members imagine that he endeavoured to make the financial condition of the colony worse than it actually was. There was no man in the community who would be more pleased if it could be shown that he had painted too dark a picture, and that a lighter one could be placed before the House.

Progress reported, and leave obtained to sit again.

MASON, BIRD, AND COMPANY.

The COLONIAL SECRETARY (Hon. F. P. Barlee), in accordance with notice, moved that the correspondence between the Government and Messrs. Mason, Bird, and Company be now taken into consideration, with a view to asking the opinion of the Council whether any, and if so, what concessions, should be granted them in consideration of their constructing a tramway from the timber ranges to the Canning landing.

Debate ensued.

PASSAGES OF PUBLIC OFFICERS.

The COLONIAL SECRETARY (Hon. F. P. Barlee), in accordance with notice, moved that it is the opinion of the Council the question of the payment of passages of persons in England appointed to Public Offices in the colony be left to the discretion of His Excellency the Governor in Council, on the understanding that in no instance shall a sum larger than £100 be authorised for such service.

Question put and passed without discussion.

SERICULTURE.

The COLONIAL SECRETARY (Hon. F. P. Barlee), in accordance with notice, moved that with a view to encouraging the growth of the mulberry and the introduction of sericulture on a large scale, the Council is of opinion that a bonus of £2,000 be offered to the person who first exported half a ton of cocoons bearing silk of good quality produced by him in the colony within five years from the first day of March, 1871.

A brief discussion ensued, Mr. NEWMAN and Mr. STEERE contending that the bonus was much too high.

The SURVEYOR GENERAL (Hon. M. Fraser), as an amendment, moved that the bonus be £500 instead of £2,000.

Amendment put and passed.

Question, as amended, put and passed.

CHILDREN OF WARDER GRAHAM.

The COLONIAL SECRETARY (Hon. F. P. Barlee), in accordance with notice, moved that in the opinion of the Council some assistance may fairly be rendered from public funds towards the passage to, and maintenance at the Victorian Deaf and Dumb Institution of two children of a convict warder named Graham, whose family consists of six children, four of whom are deaf mutes.

Mr. NEWMAN, Mr. SHENTON, and Mr. GULL spoke in favor of the motion which was unanimously agreed to.

JURIES AMENDMENT BILL.

First Reading.

The ATTORNEY GENERAL (Hon. R. J. Walcott), in accordance with notice, moved for leave to introduce a Bill to amend the laws relative to juries.

The Bill was read a first time.

The Council adjourned at 10.50 p.m.

LEGISLATIVE COUNCIL,

Friday, 28th July, 1871.

Elementary Education Bill: select committee report—Marine Surveys—Distillation Bill: recommitment: third reading—Superannuation Bill: second reading—Mason, Bird, and Company—Juries Amendment Bill: second reading—Superannuation Bill: in committee—Juries Amendment Bill: in committee.

The SPEAKER took the Chair at 6 p.m.

PRAYERS.

The Minutes were read and confirmed.

ELEMENTARY EDUCATION BILL.

Select Committee Report.

The COLONIAL SECRETARY (Hon. F. P. Barlee) brought up the report. In presenting the report he said—Your committee having fully and carefully considered the various provisions in the abovenamed Bill, have the honor to report to your Honorable House as follows:—1. That they recommend the central board of education should consist of five laymen, all of whom should be nominated by the Governor and not elected by the people, and that, exclusive of the chairman, no two members shall belong to the same religious denomination. 2. That the district boards of education should consist of five members, to be elected in the manner provided in the amended Bill. 3. That the powers and duties of the central and local boards be more clearly defined, in the manner Your Committee have pointed out in the amended Bill which accompanies their report. 4. That power be given to the central board to appoint district boards in those districts where elections have not been held, to declare elected district boards in certain cases to be in default, and to fill up vacancies that may occur in district boards. 5. That the instruction to be given in Government schools be not less than five hours a day, four of which shall be devoted to secular instruction, and that no religious catechism or religious formulary distinctive of any particular denomination be taught in any Government school. 6. That Government schools be supported from public funds by a grant per annum not exceeding £2 15s. for each child taught therein for 180 days in each year, and a further grant of 5s. for books, maps, &c.; and that assisted schools be aided from the same source by a grant for each child on similar conditions of £1 7s. 6d. 7. That no grant for building purposes should be made to any assisted school. 8. That in the foregoing recommendations your committee concurred—but a difference of opinion arose on