

LEGISLATIVE COUNCIL,
Friday, 10th December, 1875.

Papers Tabled—Steam Communications with Straits Settlements and India: in committee—Election Petitions Bill: recommitment—Wines, Beer, and Spirit Sale Act, 1872, Amendment Bill: first reading—Bastardy Laws Bill: in committee.

The ACTING SPEAKER took the Chair at 7 p.m.

PRAYERS.

PAPERS TABLED.

The SURVEYOR GENERAL (Hon. M. Fraser) laid on the table further correspondence relative to the Geraldton and Northampton railway.

The ACTING COLONIAL SECRETARY (Hon. A. O'Grady Lefroy) laid on the table a minute of His Excellency the Governor and other papers relative to the remuneration of schoolmasters under the present Elementary Education Act.

STEAM COMMUNICATION WITH
STRAITS SETTLEMENTS AND INDIA.

In Committee.

Mr. PADBURY, in accordance with notice, moved that the House resolve itself into a Committee of the whole, to consider an Address to be presented to His Excellency the Governor to place the sum of £50,000 on the Estimates for the purchase and outfit of two efficient steamers to run between Fremantle and the northern ports of this colony, the Straits Settlements, and India. In bringing this motion forward the hon. member could only express regret that a question so fraught with importance as regarded the welfare and advancement of the colony had not fallen into abler hands, and if he should, in advocating its adoption, trespass more than was his wont upon the time and patience of the House, he relied upon the courtesy and forbearance of hon. members to give him a hearing, not so much because he was likely to render the subject attractive by any display of oratory, but because, as he had already said, it was one deserving of their most careful consideration. (Hear, hear.) Before entering into any statistical data he would inform the House why, in his opinion, two steamers would be more desirable,—though perhaps not actually necessary,—for the success of the scheme. With two steamers, one could leave here every month and the other might be likewise so timed as to

reach here every month. That would give them two months to perform the work which he proposed they should accomplish. They could then carry a bi-monthly mail, if deemed necessary, for Europe, by way of Singapore, and also establish regular monthly communication with our north-west settlements. He did not claim credit for being the original projector of the scheme; the project was not a novel one. It was mooted many years ago by Captain Hybert—who brought the *Lord Raglan* here—amongst others; and with the late Mr. Brockman, who formerly represented the Swan electorate, it was a pet scheme. The latter offered to give it substantial support to the extent of £1,000 out of his own purse, and every one who knew Mr. Brockman knew him as a cautious and careful man of business, who would not invest £1,000 in any scheme of a visionary character. The present Acting Colonial Secretary had also manifested his belief in the project by offering to support it to the extent of £1,000, while Captain Hybert was so convinced of its being a remunerative and profitable undertaking that he offered £2,000 towards the formation of a company to carry it out. Some time ago when his hon. friend opposite (Mr. W. Burges) was in London he had written to him stating that the well-known firm Messrs. Cavan and Lubbock were prepared to supply a steamer for the object in view, themselves retaining half a share in it. The Messrs. Burges further offered to take another fourth share, if the remainder were subscribed for in the colony. But the only person who could be induced to take a share here was Mr. Barlee, who offered to invest £100 in the venture. In fact, every private effort ever made to carry out the scheme into fruition had failed, not so much because no confidence was felt in the project but because of that listless apathy and indifference which was characteristic of the inhabitants of Swan River. Private enterprise having failed to develop the scheme, he believed it to be of so much importance and so calculated to promote the best interests of the colony that he now proposed that the Government itself should undertake and carry it out. With regard to the ways and means for doing so, although our revenue was flourishing and elastic, they could hardly expect that such a sum as £50,000 could be devoted out of it towards carrying out the projected scheme. Therefore, he would propose that the whole of the money—or at all events the greater portion of it—should be raised by Government bonds or debentures. And that being done, the next thing would be to get the steamers. There was a gentleman in England, in no way connected, by the ties of trade, with

the colony, Mr. Latheley, brother-in-law to the Colonial Secretary, holding a responsible position at Lloyd's, who, he was assured, would interest and exert himself in the matter of procuring us two suitable steamers. The steamers purchased, the next thing would be to get them out here, and that, he apprehended, would not be attended with much difficulty. Of course he would not have them come out empty; they could easily be provided with freight and might be rendered available for the conveyance of emigrants. Now it might be asked, if we had the steamers here in our waters, what would be the advantages which would be likely to accrue from the establishment of regular steam communication between Fremantle and our northern ports, the Straits Settlements and India? He thought those advantages were manifold, and patent to every one. He would name a few of them. If the proposed scheme were carried into operation, Nickol Bay would be placed within four days' steaming of Fremantle; Singapore within 12 days; Madras within 15; and Calcutta within 17. The advantages which the settlers of our north-west settlements would derive from such a regular and facile means of communication would be enormous. They would then be enabled to send their wool and other products direct to Fremantle and thence to London at a fractional expense more than it now costs them to send them to Fremantle. Many of our most valuable resources and industries would be developed were the project carried out. The impetus it would give to our trade with India would be incalculable; horse breeders, cattle breeders, sheep farmers, vineyard proprietors, agriculturists, hotel-keepers, and horticulturists,—all would benefit thereby. Not only would India, but also Nickol Bay, afford a ready market for the disposal of our fruits and vegetables, and the trade which would be opened up between our north-west settlements and the Straits Settlements and India in horses, sheep and cattle would be a very important item of revenue in contributing to the financial success of the projected scheme. Upon the further importance of facilitating our communication with India he need not dilate. Invalids and valetudinarians, officers on furlough and public servants "out for a holiday," there was every reason to believe only waited for direct, regular, and facile means of intercourse to come here. It might be said that at first we should not be able to give them luxuries, and he believed they did not seek them. They sought, first, a healthy, restorative climate, and secondly, they sought comforts—good beef and mutton, milk and butter, vegetables and fruits, and these we could provide them

with abundantly. They had luxuries in India; what they would seek here were comforts. But one thing was indispensable to these people coming here in numbers, and that one indispensable thing would be supplied were the scheme before the House carried out—punctual and direct intercourse, to secure their return before the expiration of their leave. Another thing to be said in favor of the scheme was the effect it would undoubtedly have in promoting coolie immigration to this colony. Now, everyone who knew anything about coolie labor must be aware how admirably it was adapted to the requirements of this country, especially in supplying the much-felt want of domestic servants. He himself would be very glad indeed to take 20 or 30 of these coolies into his service, and would agree to give them double the wages they receive in their native land, and to supply them with provisions as cheap as they obtain them in their own country. He would employ them—as many another settler would be glad to employ them—in clearing his runs, thereby causing two blades of grass to grow where only one now grows, and thus earning for himself the name of a public benefactor. (Hear, hear.) It might be asked why he proposed that the Government should undertake and carry out the project. His reply was that there was no probability of its ever being otherwise carried out, and he did not see why, if the scheme was one calculated to promote the best interests of the colony, as it undoubtedly was, why the Government should not give it their attention just as well as a railway scheme, or any other project of a public nature having for its object the advancement of the public interest. With the view of showing that, even from a financial point of view, the scheme was worthy of attention, he would submit for the consideration of the House certain data which had been carefully collated, showing the probable cost of the scheme and the estimated traffic returns, by which it would be seen that although there was but a small margin of profit there was every likelihood of the project being reproductive from a monetary point of view. He would not further trespass on the patience of the House by further illustrating the beneficial effect the scheme, if carried out, must produce upon the material and, he might say, social progress of the community. The figures he was about to read had been carefully prepared, and, he believed, were to be relied upon. They were as follows:—Master, £20 per month, £240; chief officer, £12 10s. per month, £150; second ditto, £8 per month, £96; chief engineer, £18 per month, £216; second ditto, £10 per month, £120; third ditto, £8 per month, £96; purser, or

chief steward, £10 per month, £120; second steward, £6 per month, £72; stewardess, £5 per month, £60; 2 assistant stewards (Chinese), at £4 each, per month, £96; 3 able seamen, £6 per month, £18; 6 coolies, deck hands, at £1 10s. per month, and 6 do. do. firemen, at £1 10s. per month, £216; 1 apprentice, at £1 10s. per month, £18; provisions—officers 7, at 20s. per week, £576; do, 7 seamen, at 10s. per week, £296; 12 coolies at 7s. 6d. per week, £216; do, 10 passengers, 8 months in the year at £1 per week, £480; coal—8 tons per day for 250 days, to include what may be used for galley, at £2 per ton, £4,000; wear and tear, 10 per cent. on £20,000, £2,000; insurance, 5 per cent. on £15,000, £750; pilot, harbor dues, &c., &c., £250; interest at 6 per cent. on £20,000, £1,200. Total, £11,424. The probable earnings of the two steamers were estimated as follows:—Mail service, per annum, £2,000; freight, 300 horses, at £10, £3,000; do., 3,000 sheep, at 10s., £1,500; an average of 12 passengers at £25 (12 trips per annum), or 6 passengers each way, £3,600; 200 tons of cargo, both ways included, at £2 per ton (or 100 tons each way), £4,800; traffic between Fremantle, Champion Bay, and Roebourne, say £5,000. Total, £23,500. This sum divided by two would give the estimated earnings of each steamer at £11,750, being a trifle over the estimated cost. The hon. member concluded by moving the resolution standing in his name.

Mr. RANDELL said it afforded him much pleasure to support the motion before the House. A short time ago a scheme for establishing steam communication with India had been submitted at a public meeting held at Fremantle, and, in common with others who attended that meeting, he had demonstrated his faith in the project by expressing his readiness to take a number of shares in the company which it was proposed to establish to carry it out. He had, on that occasion, qualified his expressed intention of thus supporting the project—that it be made conditional that the steamers introduced should be of adequate size and power to meet the requirements of the trade in which they would be engaged. That scheme, however, appeared to have collapsed, as had many previous projects having the same object in view; and this was one of the reasons why he supported the motion before the House. He believed that the Government might more successfully carry out the enterprise than a private company. So far as he could judge, the figures quoted by the hon. member for Swan were to be relied upon; they appeared to him to have been framed on a very moderate, he might even say a very low, estimate. Of the benefits which such a project, if carried out into fruition,

would confer upon this colony, by the increased facilities it would give for the development of its trade and resources, he need not then speak. The fact must be patent to everyone that such a scheme, if adopted, would very materially advance the general interests of the colony in many respects. The hon. member for Swan had so fully dilated upon this point that no further reference was necessary. He would therefore content himself by stating that, provided the project were entertained, the class of steamer required would, in his opinion, be one of about 350 tons net register, having 100 horse-power, which would give us a speed of about 10 or 12 knots an hour.

Mr. SHENTON thought the question before the House was one that required very grave consideration, and it appeared to him that many obstacles interposed in the way of the project being entertained by that Council. They were there, to a certain degree, as public stewards having public funds at their disposal, and it was their duty to see that those funds were properly disbursed. No man was more in favor of establishing steam communication between India and this colony than himself, but he did not think it was the duty of the Government nor the province of the Legislature to veto the proposed enormous sum of money for the purpose of carrying out such a project. He would, however, be prepared to support a motion asking the Government to offer a subsidy to any company who established steam communication between this colony and India. He was afraid that the figures quoted by the hon. member for Swan would not bear very close scrutiny. The hon. member had laid great stress on the probable freight of wool and other produce from the north-west district, but he (Mr. Shenton) believed that if that important settlement progressed at the same rate as it had progressed of late, the settlers there would be in a position to load a vessel, and despatch her direct from Nickol Bay to London. He was sorry he could not support the motion in its present form.

Mr. T. BURGESS was not altogether in favor of the Government undertaking projects of this nature, but so many proposals, having the same object in view, had been made in the colony and outside the colony, none of which had been carried out, or were likely to be carried out by private enterprise, that he was certainly inclined to support the motion before the Committee.

Mr. STEERE said his sympathies were entirely with the object in view, but he saw so many difficulties in the way of the adoption of the motion of the hon. member for Swan that

he could not support it. The hon. member had no doubt clearly demonstrated that the undertaking would be a remunerative undertaking, but the motion was of such a character that the Governor would never agree to it; nor was the Secretary of State ever likely to sanction it. The principle of a Government becoming a trading concern was not a good principle, and was not likely to be countenanced by the supreme authority. The avowed object of the motion before the House was to ask the Governor to place £50,000 on the Estimates for the purpose in view. Now it was well known that His Excellency had no such sum at his disposal for such a purpose. A large amount of money would be required to carry out those public works which were now languishing for want of funds, which in all probability would have to be raised by another public loan. The same means would have to be resorted to in order to obtain the money required for carrying the suggested scheme of the hon. member for Swan, and as it was well known that before we could borrow money we must have the approval of the Secretary of State, he thought it would be unwise and inadvisable to forward for his lordship's approval and sanction any project which it could be seen on the face of it was altogether unlikely to receive his support. A far preferable suggestion was that thrown out by the hon. member for Toodyay with regard to a Government subsidy, with the view of bringing about the desired end in view. He was well aware that steamers were owned by Governments in the neighboring colonies and elsewhere but they were mail and not trading steamers, and only plied on the coast, thus affording regular means of communication between the various ports of the country. The proposed scheme was one which he would gladly see carried out by private enterprise, subsidised to some extent by the Government.

Mr. MARMION said the motion of the hon. member for Swan had taken the House somewhat by surprise. Its adoption involved the expenditure of a very large sum of money, and he was free to confess that he concurred with the hon. member for Wellington, that although the project was one well worthy of consideration, it was one which should more properly be undertaken and carried out by private enterprise rather than out of public funds. He also thought for the present that the steamers should not proceed farther than the Straits Settlements; beyond that, he questioned whether they would always secure remunerative freights. He doubted whether there would be any appreciable influx of Anglo-Indians into the colony consequent

upon the establishment of steam communication. A similar project to the one now under consideration was mooted by an enterprising firm at Singapore when he recently visited that port, and, in all probability, the scheme would shortly be submitted for the consideration of the Government and public of this colony. While disposed to support a proposition for granting a moderate subsidy to encourage private enterprise to undertake the project, he was sorry he could not give his adhesion to the motion before the House, involving as it did the expenditure of so large a sum of money. Were harbor works, he would ask, to be shelved, were railways to be shelved, were other important and necessary public works to be shelved in order to allow of this scheme being carried out by the Government? He should hope not.

The ACTING COLONIAL SECRETARY (Hon. A. O'Grady Lefroy) thought it would be admitted by the House that much credit was due to the hon. member for Swan for having brought this question of ocean steam communication under the consideration of the House, if for no other purpose than to elicit an expression of opinion with regard to it. He thought it would be readily admitted that any scheme having for its object the advancement of the colony, in any shape or form, would not alone receive the careful consideration but also the approval of every member in that House (Hear hear); and probably the hon. member for Swan, in bringing forward the motion then before the Committee, had no further intention than that it should elicit an expression of opinion on the part of the Council upon the question of steam communication with India. The hon. member could not have contemplated for one moment that the Governor would, by any possibility, be induced to place such a sum as £50,000 on the Estimates for the purpose in view. The revenue would not admit of such an expenditure, and the money, if voted, would have to be raised by loan. Personally he was, and always had been, entirely in favor of the proposal to connect this colony with India by steam, provided it could be shown that the scheme would pay. But he certainly did not think it was within the province of the Government to undertake the project. If a company—which he considered would be by far the more proper means of carrying out the scheme—could not be found with sufficient confidence in the project to embark in it, he thought that the Government should pause before it undertook the work out of public funds. If the House would affirm the principle that direct ocean steam communication with India was a desideratum, and one deserving

the consideration of the Government, he would venture to say that the Government would carefully consider how such a desideratum should best become an accomplished fact.

After some further observations from Mr. RANDELL, Mr. MARMION, Mr. SHENTON, and Mr. PADBURY,

Mr. BROWN moved the following amendment upon the motion before the Committee: "That, in the opinion of this Council, the question of providing regular steam communication between the various ports of Western Australia and the Straits Settlements and India, demands the consideration and encouragement of the Government of this colony."

Mr. CROWTHER seconded the amendment, and

Mr. PADBURY having intimated that he had no wish whatever to further press his motion, the amendment was adopted *nem. con.*

Motion, as amended, agreed to.

ELECTION PETITIONS BILL.

Recommittal.

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the Bill be recommitted for the purpose of reconsidering certain clauses.

In Committee.

Clauses 1 and 2—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the fourth line from the end of clause 1, be struck out, and the words "Supreme Court" inserted in lieu; that the words "Chief Justice" in the last line of clause 2 be struck out, and the words "Supreme Court" inserted in lieu.

Amendments agreed to.

Clauses, as amended, agreed to.

Clause 3—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the 10th line of subclause (4) be struck out, and the words "Supreme Court" inserted in lieu.

Amendment agreed to.

Clause, as amended, agreed to.

Clause 5—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "the Chief Justice or," in the sixth line, be struck out, and the words "any judge of the Supreme

Court or prescribed," be inserted in lieu; and to strike out the words "having cognizance of the matter."

Amendments agreed to.

Clause, as amended, agreed to.

Clause 7—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice makes," in the first line, be struck out, and the words "said presiding judge or judges make" inserted in lieu.

Amendment agreed to.

Clause, as amended, agreed to.

Clause 8—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the first line, be struck out, and the words "presiding judge or judges" inserted in lieu.

Amendment agreed to.

Clause, as amended, agreed to.

Clause 11—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the first line, be struck out, and the words "Supreme Court" inserted in lieu.

Amendment agreed to.

Clause, as amended, agreed to.

Clause 13—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the first line, be struck out, and the words "any judge of the Supreme Court" inserted in lieu; after the word "judge," in the sixth line, to insert the words "or judge presiding at the trial of any petition under this Act"; before the word "judge," in the second line from the end, to insert the word "presiding"; and after the word "judge" to insert the words "or judges".

Amendments agreed to.

Clause, as amended, agreed to.

Clause 14—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the word "the," in the fifth line, be struck out, and the word "a" inserted in lieu; after the word "judge," in the line aforesaid, to insert the words "of the Supreme Court"; before the word "judge," in the last line, to insert the word "said"; and after the word "judge," to insert the words "or judges."

Amendments agreed to.

Clause, as amended, agreed to.

Clause 15—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice has," in the first line, be struck out, and the words "said presiding judge or judges have" inserted in lieu; and that the words "Chief Justice," in the fourth line, be struck out, and the words "said judge or judges" inserted in lieu.

Amendments agreed to.

Clause, as amended, agreed to.

Clause 17—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the second line, be struck out, and the words "Supreme Court" inserted in lieu; that the words "Chief Justice," in the 10th line be struck out, and the words "said court" inserted in lieu; that the words "Chief Justice," in the 12th line, be struck out, and the words "said court" inserted in lieu; to strike out the word "he," in the aforesaid line, and insert the word "its" in lieu; and that the words "Chief Justice," in the 15th line, be struck out, and the words "said court" inserted in lieu.

Amendments agreed to.

Clause, as amended, agreed to.

Clause 18—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the second line, be struck out, and the words "said court" inserted in lieu; and to strike out the word "his" in the line aforesaid, and insert the word "its" in lieu.

Amendments agreed to.

Clause, as amended, agreed to.

Clause 19—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the ninth and 10th lines, be struck out, and the words "Any judge of the Supreme Court" inserted in lieu; and to strike out the words "Chief Justice," in the 11th line and insert the words "said judges" in lieu.

Amendments agreed to.

Clause, as amended, agreed to.

Clause 20—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the second line of subclause (3) be struck out, and the words "Supreme Court" inserted in lieu; and to strike out the words "Chief Justice," in the fifth line from the end of the clause, and insert the words "a judge of the Supreme Court" in lieu.

Amendments agreed to.

Clause, as amended agreed to.

Clause 23—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the fifth and sixth lines, be struck out, and the words "said court, or the judge or judges presiding at the trial of such petition" inserted in lieu; and to strike out the words "Chief Justice," in the seventh and eighth lines, and insert the words "said court or the said judge or judges" in lieu.

Amendments agreed to.

Clause, as amended, agreed to.

Clause 24—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the sixth line, be struck out, and the words "any judge of the said court" inserted in lieu; to strike out the words "Chief Justice," in the seventh line, and insert the words "said court or the judge or judges presiding at the trial of such petition" in lieu; and to strike out the words "Chief Justice," in the ninth line, and the second line from the end, and insert the words "said court" in lieu.

Amendments agreed to.

Clause, as amended, agreed to.

Clause 25—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the first line, be struck out, and the words "presiding judge or judges" inserted in lieu.

Amendment agreed to.

Clause, as amended, agreed to.

Clause 26—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Chief Justice," in the seventh line, be struck out, and the words "presiding judge or judges" inserted in lieu.

Amendment agreed to.

Clause, as amended, agreed to.

Clause 31—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words "Legislative Council and by the said Council referred to the Chief Justice," in the second and third lines, be struck out, and the words "Supreme Court" inserted in lieu; and to strike out the words "Chief Justice," in the fourth line, and insert the words "said court" in lieu.

Amendments agreed to.

Clause, as amended, agreed to.

Bill again reported, with further amendments.

WINES, BEER, AND SPIRIT SALE ACT, 1872, AMENDMENT BILL.

First Reading.

The ACTING COLONIAL SECRETARY (Hon. A. O'Grady Lefroy) moved that the Bill be now read a first time.

The Bill was read a first time.

BASTARDY LAWS BILL.

In Committee.

Resumed debate.

Clause 14—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that after the words "municipal body" in the fourth line, the words "or shall have passed under the actual care or custody of the certified manager of any certified school, orphanage, or other institution, so that such certified manager shall have acquired all the powers and privileges of a father over and in respect of such child, or shall be deemed to be the lawful guardian of such child," be inserted.

Amendment agreed to.

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that after the word "aforesaid" in the eighth line, the words "or such certified manager as aforesaid" be inserted; after the word "body" in the 10th line, the words "or such certified school, orphanage, or other institution" be inserted; after the word "burden," in the 14th line, the words "or have passed under the care or custody of any certified manager" be inserted; after the word "officer," in the third line from the end, the words "or certified manager" be inserted.

Amendments agreed to.

Clause, as amended, agreed to.

Clause 15—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that after the word "body" in the second line, the words "or shall have passed under the actual care or custody of the certified manager of any certified school, orphanage, or other institution, so that such certified manager shall have acquired all the powers and privileges of a father over and in respect of such child, or shall be deemed to be the lawful guardian of such child," be inserted.

Amendment agreed to.

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the word "other" in the fourth line be struck out and the word "second" be inserted in lieu; and after the word "case" in the line aforesaid, the words

"or the certified manager of such certified school, orphanage, or other institution, in the third case," be inserted.

Amendments agreed to.

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that after the word "officer," in the 12th line, the words "or certified manager" be inserted; and after the words "officer" in the 18th and 22nd lines, the words "or certified manager" be inserted.

Amendments agreed to.

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that after the word "burden," in the third line of subclause (1), the words "or under the care and custody" be inserted.

Amendment agreed to.

Clause, as amended, agreed to.

Clause 16 agreed to.

First schedule agreed to.

Second schedule, Nos. 2 to 6, agreed to.

Second schedule, No. 7—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the word "thirteen," in the last line be struck out, and the word "fourteen" inserted in lieu.

Amendment agreed to.

Second schedule, No. 7, as amended, agreed to.

Second schedule, No. 8—

The ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the word "thirteen," in the last line be struck out, and the word "fourteen" inserted in lieu.

Amendment agreed to.

Second schedule, No. 8, as amended, agreed to.

Second schedule, Nos. 9 to 18, agreed to.

Preamble agreed to.

Title agreed to.

Bill reported, with amendments.

The Council adjourned at 10.30 p.m.