

The motion to refer the bill to a select committee was then put and passed.

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

LEGISLATIVE COUNCIL,

Friday, 5th August, 1887.

Books of Instruction used in Government Schools—Appointment of Mr. Lodge as Inspector of Police—Dongara Jetty: Why tenders were not invited for construction of—Estimate of Cost of erecting Weir across the river Swan—Return Tickets on Eastern Railway: Extension of Time—Fortification of King George's Sound: Terms proposed by our Delegates at Imperial Conference—Infantile Mortality—Derby and Wyndham Telegraph Line—Private Members' day: Arrangement of Sessional Business—H.M.S. Prohibition Liquor Bill: second reading—Crown Lessees Arbitration Bill: in committee—Federal Quarantine Station at Albany (Message No. 10)—Adjournment.

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

PRAYERS.

BOOKS OF INSTRUCTION USED IN GOVERNMENT SCHOOLS.

MR. HENSMAN, in accordance with notice, asked the Colonial Secretary—

1. Whether the books of instruction now in use in the Government Schools of this colony are used at the present time in the State Schools of England or of any of the other Australian colonies? And if so, which of such books are now being used in England or in other parts of Australia?

2. Did the income of the late Head Mistress of the Perth Government Girls School (which was derived from results) for the last half-year of 1885 fall short of the average by about £44?

3. Was application made to the Central Board of Education for a copy of the examination schedule showing these results? Was this application refused, and on what grounds? Was the matter referred to the Secretary of State for the Colonies, and what was his reply?

4. Are children who pass in only one of the three subjects of reading, writing, and arithmetic, transferred into the next higher standard?

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) handed in lists of books used in the Government Schools of this colony, and in the Schools of South Australia, New South Wales, and Victoria; also replies to the several questions; as follow:—

1. WESTERN AUSTRALIA.—*Reading Books*.—"Constable's, School Board Edition," adopted by the London and leading Provincial School Boards of England. *Arithmetic*.—"Barnard Smith's," used in Great Britain; "Davis' Examples," used in England; "Davis' Memory Works," used in England. *Geography*.—"National Society's Manuals," used in Great Britain; "Sullivan's Geography Generalised" (revised to 1886), used in England. *History*.—"Ince's Outlines of English History," used in England; "Marcus Clarke's Australia," used in Australian Colonies. *English Grammar*.—"Sullivan's Grammar," used in England; "Small Grammar of Irish National Board," used in England; Supplied to Teachers: "Abbot's Parts of Speech," "Abbot's How to Parse," "Morrell's Grammar and Analysis," used in South Australia and England.

SOUTH AUSTRALIA.—Junior Division.—Chambers' English Readers; Primer 1 and 2. Class 1 and 2—Nelson's Royal Readers; Chambers' English Readers. Class 3 and 4—Nelson's Royal Readers, or other approved book. Class 5—Chambers' English Readers, or an approved book of fiction, poetry, history, or travel. (*From Regulations issued in 1885.*)

NEW SOUTH WALES.—Reading Books of the Irish National Board, or of the Australian School Series. (*From Report of 1886.*)

VICTORIA.—Class 1—Irish National Board's First Book, or equivalent. Class 2—Irish National Board's Second Book, or equivalent. Class 3—Irish National Board's Third Book, or equivalent. Class 4—Irish National Board's Fourth Book, or equivalent. Class 5—Prose and Poetry in an Advanced Reading

Book. Class 6—Any book or newspaper. (*From Regulations issued with Education Act of 1872.*)

2. The income of the head teacher, Perth Girls School, which was derived from results for half-year ending 31st December, 1885, was £40 5s. 1d. less than the average for the previous three half-years, ending on 31st December. This arose from the few passes obtained, the poor progress made by the children, and the continual absence of the head teacher through illness.

3. Application was made for a return showing the "passes and failures" at the examinations and not complied with, the Act and By-Laws not requiring it, and the Central Board not thinking it necessary to call upon the Inspector to furnish any other "report" than that supplied in accordance with By-Law 79, Sub-Section No. 6.

The matter was referred to the Secretary of State for the Colonies. Mr. Stanhope stated that he had referred to the Education Department in England, and was informed that, in addition to a summary of the Inspector's Report, a duplicate of the examination schedule showing the names and passes of all the children examined in elementary and specific subjects was sent to the official correspondent of every school.

Mr. Stanhope added that the provisions of the code rendered this practice necessary for administrative purposes. Before this was the case, any official correspondent who applied for a copy of the schedule was furnished with one on payment of 2s. 6d., the estimated cost of copying.

4. Yes. Teachers, on application to the Inspector, are allowed to withdraw naturally dull or backward children from the examination, and these may, with those pupils who fail altogether, be presented in the same standard at the next examination. The number of scholars so failing or allowed to be put back forms an important factor in determining the success of the school in the Annual Report.

APPOINTMENT OF MR. LODGE AS INSPECTOR OF POLICE.

Mr. A. FORREST, in accordance with notice, asked the Honorable the Colonial Secretary:—

1st. Is it true that the Government have appointed a Mr. Lodge to be an Inspector of Police?

2nd. Has that gentleman recently arrived from England, and was there no officer already in the Police Force competent to take the appointment?

3rd. Failing any competent person in the Police Department, why was not the appointment given to an Officer from some other Department of the Government?

4th. Is it absolutely necessary to have a fourth Inspector, and how do the Government propose to pay this Officer?

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) replied as follows:

1. It is true; but the appointment is an acting appointment for the present.

2. Mr. Lodge arrived from England in November, 1886. The Commissioner of Police was of opinion that there was no officer in the force so competent to take the appointment.

3. Because any officer to whom the appointment would have been promotion would have been wanting in the peculiar training and qualifications necessary to discipline and to command men. Mr. Lodge possesses those peculiar qualifications, having been trained in the Frontier African Police. He also served in the Cape Field Artillery Corps; and he holds high testimonials from Sir Charles Warren, Chief Commissioner of Police, London; Major Olivant, who describes his services as invaluable; Colonel Hobart, Colonel Carrington, and Colonel Bailey.

4. A fourth Inspector is absolutely necessary. The salary is provided on the Estimates.

DONGARA JETTY: CONSTRUCTION OF.

Mr. HENSMAN, in accordance with notice, asked the Director of Public Works whether tenders for the work of extending the Dongara jetty were recently called for, and whether they were open to public competition; and if not, why was the work not open to public competition?

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) replied: On its being considered advisable by the Government to suspend for the moment the construction of the Wyndham jetty, the timber that had been prepared for

it was taken over by the Public Works Department, and the work of construction of the jetty at Dongara given to the same contractor, at a price which was considered more reasonable and satisfactory than would probably have been the case had tenders been applied for.

**WEIR ACROSS THE RIVER SWAN:
ESTIMATE OF COST.**

MR. HARPER, in accordance with notice, moved that an humble address be presented to His Excellency the Governor, praying that he will be pleased to place a sufficient sum of money on the Estimates for 1888 for the purpose of procuring an estimate of the cost of a weir across the River Swan, immediately below the Perth Causeway; such weir to be not more than two feet above the summer level of the river, and to provide a lock necessary for the navigation of the river. The hon. member said he had moved a somewhat similar resolution on one or two previous occasions; and he would take this opportunity of replying to some of the remarks made by the Director of Public Works when he brought this question forward last year. The hon. gentleman on that occasion said it would cost at least £2,000 to make the necessary surveys, and that it would be useless spending any money in surveys unless the House felt that it was in a position to expend at least £20,000 in the construction of a weir. He did not know how the Director of Public Works arrived at that estimate; it certainly could not have been from anything that he (Mr. Harper) had said. He had never led the hon. gentleman to believe that the work which he had in contemplation would be anything like such a costly structure. In the course of his remarks last session the hon. gentleman also said: "The physical peculiarities of the river Swan are such that wherever we have a high bank on one side we are almost sure to have a low one on the opposite side, and the result would be an inundation, with the probable consequence of our having to pay a considerable sum in the way of compensation." That was a matter altogether outside the object which he desired to see carried out, and he therefore allowed the subject to rest last

session. As many hon. members must be aware, the physical and tidal peculiarities of the Swan river were such that during the summer months of the year the river, in consequence of the continuous action of easterly winds, drained in many parts, and this caused the sea-flow to recede so much that the whole of the fresh water above sea level was drawn off to the lower and broader parts of the river; and, upon the return of the salt water, it flowed up so strongly that, long before the end of summer, the water up to very nearly the head of the river navigation became so salt or brackish as to render it unfit for any use whatsoever. The object he had in view was simply to put a bar to the outflow of the fresh water and the inflow of the salt water. It was obvious that to do this would not require a structure very high above the summer level of the river. There would be no damming back of waters to cause any inundation or injury to lands above that point. The result—if what he proposed could be achieved—the result of keeping the river fresh would be that a very large area of low-lying lands which were now of no avail whatever—salt marshes—would become available for grazing or cultivating purposes, and for dairying purposes. If, by the expenditure of a moderate sum of money upon this work, this object could be attained, it would, he was sure, be of enormous benefit to the whole community. Owing to the dry nature of our climate during the long summer months it was impossible for any cultivation to be carried on, with the natural rainfall; therefore we must look to the effect of irrigation for cultivating those products which were so necessary in the immediate vicinity of our towns, and for keeping out the imports which we now so largely received from the neighboring colonies. The question arose as to the simplest way of accomplishing this, and the best position for constructing the weir. It had occurred to him that the most suitable position would be just below the Causeway, where there was a considerable portion of the river either very shallow or simply a mud flat. The main channel was very narrow, where the lock would be; and, when that was done, the other work would, apparently, be very simple. He hoped the House in its wisdom would consider it

worth while to sanction the expenditure of a small sum in obtaining an estimate of what the work would cost. If the scheme for supplying Perth and Fremantle with water from the Canning should be carried out, it would be necessary to devise some means for conveying the pipes across the river, and it had struck him that it would be possible for the two works to be made to help one another—that the way constructed for carrying the pipes across might also serve for the purpose of a weir. He had two objects in view, as to carrying out the work which he was suggesting: if the Government did not care to undertake the work, it might be possible that a private company might be prepared to do so. But before anything could be done in the matter it would be necessary to have an estimate made of the probable cost of the work, which was all he was now asking for.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said that all he stated last year with reference to this matter he now thoroughly endorsed. If the House chose to spend at least £2,000 in making the necessary surveys, of course the House was master of the situation. But, as he had said before, it would have to be done in view of a further expenditure of at least £20,000, which would have to be paid for this weir, whether it was made by the Government or by a private company. The proposal that the work should be undertaken by a private company was entirely new; but he questioned whether the House would be prepared to hand over the river to any private corporation. Apart from the compensation that would probably have to be paid for the lands of riparian proprietors, liable to be inundated, he doubted whether the lock itself, in the position indicated, would not cost more than £20,000. When he said £20,000 last session, he was inclined now to say a much larger sum; and he doubted very much whether that House in its wisdom would recommend that £2,000 should be spent on surveys in connection with a work which could not for many years to come be entertained.

MR. VENN said no doubt the mover of this resolution was actuated by the best motives; and it was very discourag-

ing to that House, as it must be to the hon. member himself, to find the Director of Public Works so adverse to the scheme. Personally, he listened to anything said by the head of the Public Works Department, in his capacity as an engineer, with the very greatest attention; and no doubt that House would be inclined to put off what otherwise might be considered a very desirable undertaking, if they found it condemned and opposed by the Director of Public Works in his official capacity. He regretted very much that the hon. gentleman should have felt it to be his duty to discourage this scheme of utilising the river for irrigation purposes; for, to give up the scheme would undoubtedly be a great loss of wealth to the colony, and especially to the proprietors of land adjacent to the river.

MR. RICHARDSON also expressed his regret that the Commissioner should have spoken so unfavorably of a project which, if carried out, would have very beneficial effects indeed. If the lands adjacent to this river, and in the vicinity of their principal towns, were to be converted into grazing lands it would add materially to the national wealth of the colony. The rich and fertile tracts on either side of the Swan, if utilised, would almost supply Perth with the whole of its requirements in the form of dairy produce. For his own part he could not see any likelihood of any damage ensuing to the adjoining lands if this weir were constructed. The object was simply to stop the tide of salt water going up—not to dam the flow of fresh water down.

MR. HARPER said he was afraid this was one of those cases in which professional feeling was roused in antagonism to the views of an outsider. From first to last the Director of Public Works had opposed this proposal, and, he thought, gone out of his way to do so. He thought he could show that out of the hon. gentleman's own mouth. The hon. gentleman said it would be necessary to calculate what amount of land would be injuriously affected by reason of this weir being constructed. He did not think the hon. gentleman understood the thing at all. He could not know that the summer level was exceeded by two feet by the influx of the tide when the

North-west winds set in, and that when the river is in flood it was sometimes five, six, and even eight feet above summer level. Therefore he failed to see what damage was likely to be caused by this weir. As to the hon. gentleman's estimate of the cost, of course when a professional man was entirely antagonistic to a scheme of this sort he was not likely to give a very low estimate, or even a fair estimate, of the probable cost; and he hoped that some day or other he should be able to prove, by other professional opinion, that the hon. gentleman's estimate in this instance was not only extravagant but altogether absurd.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said he rose simply to reiterate what he had already said. He had no personal feeling in the matter at all; and, if the House wished to vote £2,000 for the purposes of these surveys, he would be perfectly willing to carry out the work to the best of his ability. But he again warned the House that the cost of the proposed weir would, in his opinion, be at least what he had stated.

MR. RANDELL thought the hon. member who had brought this matter forward had left himself in a worse position this year than last year. The hon. member left the site of his proposed weir open, last year, but on the present occasion he had indicated the locality, and he thought the hon. member had selected about the worst site he could have done. He believed himself that the survey would involve at least the sum mentioned by the Director of Public Works. Besides the expense, a lock just below the Causeway would render the navigation of the river very difficult, if not impossible. There were other difficulties, he thought, in the way of carrying out the hon. member's proposal. There were not many streams flowing into the river in summer, and the accession of fresh water from these contributory sources would be very inconsiderable; and if the water were used for irrigation purposes, as proposed, the supply would very soon be exhausted, and the river itself would become a succession of pools. Sir John Coode, when this question of a weir was referred to him, said that the exclusion of tidal water by the erection of weirs across rivers was held to be con-

trary, in principle, to sound practice; and Sir John Coode gave good reasons why the greatest care should be exercised in dealing with this question. He thought the hon. member who had brought forward this motion would do well to weigh carefully what that eminent marine engineer had said on the subject. On the whole, he was sorry to say, he thought the hon. member's scheme was one of those Utopian schemes which was utterly impracticable under present circumstances.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said no doubt the lands of the valley of the Swan would be immensely benefited if they could be irrigated during the summer months in the manner proposed; but he thought himself it would be a very dangerous experiment to make. The subject had been considered not only by Sir John Coode, but also by the late Director of Public Works (Mr. Thomas) and also by the present Director of Public Works, and none of them appeared to be in favor of the proposal, in view of the practical difficulties in the way and the great cost of the proposed works.

The resolution, upon being put, was negatived, on the voices.

RETURN TICKETS ON GOVERNMENT RAILWAYS.

MR. HARPER, in accordance with notice, moved the following resolution: "That this House is of opinion that it would be a great boon to the public if the Commissioner of Railways could see his way to extend the time for which return tickets should be available from three days to seven days; and this House is also of opinion that little or no loss would result to the revenue from such alteration, in consequence of the increased inducements given to people to travel." The hon. member said the present practice of making these return tickets only available for three days could only be availed of by a small minority of people, who wished to make a journey say from Perth to the Eastern Districts, or from the Eastern Districts to Perth. The journey itself occupied a day in going and a day in returning, leaving only one day intervening for business or pleasure. It was in reality an illusory boon that was offered to the

public. To visitors who wished to go into the country for a week or so, the concession was of no value at all; and the same applied to country people who had occasion to visit Perth or Fremantle. The Commissioner of Railways told them the other day that the present rates were as low as he could make them. He could not say anything about that; but if the principle of granting return tickets at all was a good one, he thought it should be adapted to the wants and conveniences of the travelling public. In Victoria, he understood, return tickets extended over a period of seven days; and if it was found to answer there, why would it not do so here? The department would lose little or nothing by extending the time.

MR. MARMION said it seemed to him that if it was considered desirable to issue these return tickets at all it would be advisable to extend the period for which they were available, so as to suit the convenience of the public. He thought it would be an inducement to those who were anxious to have a change to make trips which they otherwise would not make, and that in this way the passenger traffic would possibly be increased.

MR. RANDELL said he would be in favor of this concession, if the Commissioner of Railways could see his way to grant it. But he thought it should be distinctly understood that it should be confined to passengers from Perth, Fremantle, or Guildford, to York, Beverley, Newcastle, or Northam, and *vice versa*. He did not think there would be any loss to the revenue if the time were extended. On the contrary he thought many persons would be encouraged to travel, if they found they could remain away for a week.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said he was exceedingly sorry again to differ in opinion from his friend, the hon. member for York. If he thought for one instant there would be more traffic, or that the concession would really tend to give increased facilities to the public, he should be the very first person not only to listen to the hon. member's proposal but to propose it himself. But he could not see that there was anything in it; and he had not yet heard any expression of dissatisfaction on the part of the public with regard to the present regu-

lation. When they considered that our railway fees already were lower than those of the other colonies, he thought it was hardly fair to press for further concessions, just as we were commencing to extend our railway system.

MR. SCOTT said the Commissioner had told them he had heard no complaints from the public. He thought the voice of the public was to a very large extent heard through their representatives in that House; and the main consideration in this matter was the convenience of the public. He thought it would be a great boon to families who wanted to go for a change if they could stay for a week. It was hardly worth their while to go away for three days. He did not think they ought to look at the question as one of economising the public funds, but of accommodating the public, who paid for these railways.

MR. SHOLL was glad to find the Government, and especially the Railway and Works Department, at last studying a little economy; but, he believed himself, there would be no loss, but more likely gain, if this concession were granted. He thought they ought to encourage country people to visit the towns as much as possible, if only for the sake of the money they spent. These trains had to run at stated times whether they were empty or not, and he failed to see where the loss to the revenue would come in. The loss at any rate would not amount to the cost of one special train for the convenience of the "powers that be" and their friends; and, for his part, he should support the motion.

MR. PARKER said if we were carrying people cheaper on our railways than they were doing in the other colonies, and if the Commissioner thought he was carrying them too cheap, his proper course was to raise the fares. But that was no reason for limiting the number of days for which return tickets were made available. He thought three days was not a reasonable time for those who had occasion to go, either on business or pleasure, from Perth or Fremantle to the Eastern Districts. In the majority of cases these railway carriages were nearly empty; and he firmly believed that if the concession now asked for were granted it would tend largely to increase the passenger traffic, and conse-

quently result in an increase of revenue to the department.

Mr. HENSMAN said he should support the motion, because he believed it would be a public convenience and tend to increase the traffic on our railways if this concession were granted. It could not have the effect of lessening the revenue, for certainly more people would be likely to travel if they could remain away for a week than when their tickets were only good for three days. He failed to see what difference it made to the department whether a passenger came back on the fourth, or fifth, or seventh day. It would not cost more to carry a man back in a week than it would to carry him back in three days. The more the accommodation and conveniences afforded the public, and the cheaper the rates, the more the public would appreciate these concessions, and the greater would be the traffic. He failed to see how anyone could object to the motion, or on what principle it was opposed.

Mr. HARPER said he would not have placed the matter before the House in the form of a substantive motion if he had received a reasonable answer to his question the other day. He had asked the Commissioner whether there was any reason why the time for these return tickets should not be extended, and all the satisfaction he got was that we carried passengers at cheaper rates here than elsewhere, and that the hon. gentleman had more regard for the revenue than he had. He did not know whether the House would be inclined to support the hon. gentleman in that view. He thought that in this instance at any rate the public were as able to judge what would suit them as a professional man was.

The motion, upon being put, was affirmed.

FORTIFICATION OF KING GEORGE'S SOUND.

SIR T. COCKBURN-CAMPBELL, in accordance with notice, moved that an humble address be presented to His Excellency the Governor, praying that he will be pleased to communicate to the House the terms upon which the West Australian delegates to the late Im-

perial Conference proposed that this colony should—subject to the approval of our Government and of the Legislative Council—join with the Eastern Colonies in fortifying King George's Sound. The hon. baronet said he naturally thought that the Government would have communicated to the House the terms of this proposal, without his having to move an address on the subject, and that the House would have been asked to express its opinion thereon. But, for some reason or other, the Government had not thought fit to take that course; and hence the present motion. They all had read the telegrams which had reached the colony during the session of the Conference, and they had seen in the newspapers what took place with reference to the fortification of King George's Sound. Members seemed to have been taken by surprise when it was stated that the Imperial Government did not intend to take any share in fortifying that station, nor Thursday Island. The Secretary of State, however, he was informed, stated that the Imperial authorities had sufficiently acknowledged their liability when they agreed to expend vast sums in increasing the Australian Squadron; but it was stated that as Western Australia was a very poor colony the Home Government would go so far as to provide the armament; but, as regards the construction of the defence works and their maintenance, these colonies were to be left to their own resources. The delegates stated that as they already had very heavy demands on their respective Governments they could not see their way to contribute towards the fortification of King George's Sound. Our own two delegates, having considered the question, came to the conclusion, in the interests of the colony and for the credit of the colony, that we might venture to make a rather more liberal offer than might fairly have been expected from us, or that would be incumbent upon us, upon the basis of population. He was informed that if that offer were confirmed by the Legislature and the Government of this colony, the other colonies would be prepared to enter into the question. But there was another statement he had heard, from a delegate who had recently returned to the colony,

which was this: that the Secretary of State told him that if these colonies agreed upon the question of the construction and maintenance of the defence works, the Imperial Government would be prepared next year to furnish the necessary armament, on a liberal scale, and of the most modern description; but that they were not prepared to do so this year because the Estimates had already been framed, and the Government did not care to disturb them. As the meeting of the Federal Council might be called at any time now, he thought this Government might place this information before the House, so that the House might have an opportunity of expressing an opinion upon it. The motion, it would be seen, pledged members to nothing at all.

The address was adopted, *nem. con.*

INFANT MORTALITY.

MR. SCOTT moved the following resolution: "That the House views with concern the excessive infant mortality prevailing in the colony, as shown by the returns of the Registrar General; and is of opinion that the matter should be brought under the consideration of the Medical Board, with a view to ascertain whether the Board can suggest any remedial steps." The hon. member thought there would be little, if any, difference of opinion with regard to this motion. There could be no doubt, when they looked at the mortality returns in the recently published "Year-Book," that the question was one which demanded their most serious consideration. The death rates for this colony, generally, were higher than those of any other colony of the Australian group. Last year the death rate per 1,000 of the mean population was 21·67—the highest mortality recorded in any of the colonies for many years past. It had been held, by high authority, that, in countries where the climate was healthy—and no one could deny that the climate of this colony was healthy—where sanitation was properly attended to, and the population in a normal condition as regards age, the ordinary mortality should not exceed 17 per 1,000. During the last thirteen years Western Australia had exceeded this amount six times; and,

last year, the average, as he had already said, was over 21 per 1,000. But his main object was to draw attention to the high rate of infant mortality. He found that last year the number of deaths among children under one year old, compared with the total number of deaths registered, amounted to 28·16 per cent.—an enormously high rate. On looking at the Registrar General's returns for the two last quarters in the present year, he found that there was very little difference in the rate of infant mortality. The percentage of deaths among children under the age of five years amounted to 36·60 last year, which was a very high rate. The records of infant mortality, generally, during the past year, disclosed the fact that the rate continues abnormally high, it being equal to over 15 for every 100 births. The average of the other Australian colonies, for the nineteen years ending 1884, was as follows: Victoria, 12·32; New South Wales, 11·21; Queensland, 13·05; South Australia, 14·76; Tasmania, 10·43; and New Zealand, 9·69. It would be seen how high the rate was in this colony compared with the records of the other colonies; and the question was to his mind a most serious one. This question of infant mortality had received the attention of the Governments of the other colonies, and steps had been taken for disseminating some very useful information to the public, in the form of plain and concise directions for the preservation of infant life. All he asked the House to do was to ask the Government to bring the matter under the consideration of the Medical Board, in order to ascertain whether the Board could not suggest some remedial steps for reducing the rate of infant mortality in this colony. The preservation of life amongst our own people was certainly of more importance than the encouragement of immigration from abroad.

MR. HENSMAN desired most cordially to support this motion. He thought they must all be of opinion that they were indebted, and that the public was indebted, to the junior member for Perth for bringing forward this matter, which was one that affected the well-being of the community. He thought with the hon. member that if the course which he proposed were adopted, some very useful

suggestions might be made which might prove beneficial to the community.

The motion was agreed to.

TELEGRAPH FROM DERBY AND WYNDHAM TO THE GOLDFIELDS.

MR. A. FORREST moved that in the opinion of the House it was desirable that the construction of the Derby and Wyndham telegraph line should be commenced forthwith. Hon. members were aware that last session a sum of £60,000 was diverted from the harbor works loan money for the purpose of constructing this telegraph line to the goldfields. The Government very promptly took action in the matter, and ordered the necessary material for the work, part of which material, he understood, was now at Singapore, and the other part at Derby. The Government, however, thought—and he must say perhaps in the interests of the colony—that owing to the unfavorable reports received from the goldfields at that time, it would be unwise to proceed with the construction of the line. But now the Government had no excuse for delaying it a day further. The more recent news from Kimberley established beyond doubt the existence of gold in payable quantities; and the sooner the better this part of the colony was placed in direct communication with the auriferous district. The people of the district, both at Wyndham and Derby, were crying out loudly for this means of communication, and he was afraid, unless something was done without delay, there would be mutiny in those two towns.

MR. McRAE seconded the motion. Twelve months had now passed since the House had voted the money for this work, and it appeared to him they were no nearer telegraph communication with Kimberley now than they were then. Certainly the reports from the goldfields might have justified this inaction on the part of the Government; but the success of the goldfields was now firmly established. The Roebourne and Derby telegraph line was making rapid strides towards completion, but that line would not be utilised to its full extent until it was extended to the goldfields, and thence to Wyndham.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said he had much pleasure in stating that sur-

veys of the two routes would be undertaken almost immediately, and that tenders would be at once called for the construction of the line from Derby to the goldfields—a distance of about 250 miles approximately. Should it be found from the tenders that the line could be more advantageously constructed by contract than it could if carried out departmentally, the contract would be let; if not, the work would be undertaken by his own department.

MR. MARMION feared that possibly the necessity for a survey might cause delay in calling for tenders, unless they were called for at per mile. He was very happy to hear that it was the intention of the Government to proceed at once with the work, which, in his estimation, was one of the most important works contemplated by the Government, and one which he felt sure would have a material effect upon the progress of the colony. Assuming that these goldfields were anything like what they were represented to be, the advantages of these telegraph lines to this part of the colony would be almost beyond calculation. Not only would it benefit trade and the shipping, but it would also contribute largely to the successful administration of the goldfields, and of this important portion of our Northern territory.

MR. VENN hoped that both lines would be constructed, and not one from Derby alone. He thought it was highly desirable that there should be communication established between the goldfields and Wyndham. He thought we ought to do all we could to establish communication, both by steam and telegraph, with both these ports, so as to ensure the trade of the district for ourselves, instead of having it diverted to the other colonies.

The motion was then put and passed.

PRIVATE MEMBERS' DAY: ARRANGEMENT OF SESSIONAL BUSINESS.

MR. PARKER, without notice, called attention to the order in which the business was set down on the Notice Paper. He saw that, by their Standing Orders, on certain days Government had precedence over all other business, and he thought that on some specified day or days it should be arranged that private business should have precedence. He would suggest that Monday should be

made a private members' day, and, if there was no objection, he would ask His Honor the Speaker to direct that in future private bills be placed on the Notice Paper first in order of precedence. At present a private member never knew when a bill of which he might be in charge might come on, as private business was made subservient to Government measures.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said, inasmuch as private members appeared willing to concede precedence to the Government on other days, he thought it would be only reasonable that private business should take precedence on some other day. He would give the hon. member Monday and Thursday, if he wished.

THE ATTORNEY GENERAL (Hon. C. N. Warton) suggested that there should be one day set apart for motions and especially for private members' motions—independent of bills, public or private; and that, on such day, it should be understood that no bills would be taken. That was the practice in the House of Commons.

THE SPEAKER did not think that would expedite the business of the House. Yesterday, for instance, there was only one motion on the Notice Paper, and if no other business could have been proceeded with, the sitting would almost have been wholly wasted. It might be necessary in the House of Commons, with its ever-increasing amount of business, to have a rule such as that referred to; but he did not think it would tend to expedite business here, which was largely governed by a spirit of mutual concession. He was not aware that any serious inconvenience had arisen from the manner in which the business was arranged.

The matter then dropped.

H.M.S. PROHIBITION LIQUOR BILL.

THE COMMISSIONER OF TITLES (Mr. J. C. H. James), in moving the second reading of a bill to prevent the bringing of spirituous or fermented liquors on board Her Majesty's ships, said it would be necessary for him to detain the House but very shortly in explaining the provisions of the measure. The object of the bill was to assist Her Majesty in preserving, on board Her

Majesty's ships, sobriety and discipline. It would be in the recollection of everyone who had seen any of Her Majesty's ships enter any port that, as soon as the vessels anchored, boats put off from the shore and hovered around them, and had very frequent communication with them. They all knew the nature and the result of these communications. They all knew the relations thus established were not of a diplomatic nature, nor connected with the official routine observed in Her Majesty's Navy. The object, generally, was to supply the seamen on board with liquor, and, as this was frequently done without the knowledge or consent of the officers of the vessel, the present bill, following the lines of an Act of the Imperial Parliament, provided that no spirituous or fermented liquors shall be supplied by these shore boats to any of Her Majesty's vessels without express leave from the officer in command. The bill went somewhat further than that in its provisions, and provided that no person from the shore shall aid or assist any officer, seaman, or marine in Her Majesty's service to desert, or improperly absent himself from his ship; and, with great submission to the hon. and learned Attorney General who had drafted the bill, he would here venture to observe that perhaps the title of the bill did not quite express all the provisions contained in the bill. He thought the title of the bill might have been "An Act to prevent the bringing of spirituous or fermented liquors on board Her Majesty's ships, and to prohibit any person from aiding or inviting any officer, seaman, or marine on board Her Majesty's ships to desert." But probably the hon. and learned gentleman did not think it necessary to include desertion in the title of the bill, because inviting a man to "dessert" and helping a man to liquor was very much like the same thing. The latter was generally included in the former. The provisions of the bill empowered the officers of the ship to search any boat which might be found hovering about the vessel, and, if any liquor was discovered on board the boat, to confiscate it, and also to proceed against the owner of the boat, who would be liable to summary conviction before a justice of the peace, and to forfeit not only his liquor but also any sum not

exceeding £10. The bill was an adaptation of a single section of the well-known Imperial Act of 1853, an Act which generally regulated the service of Her Majesty's Navy. It might perhaps be objected that we should here exactly follow the words of that section; but, it appeared to him, in the absence of strong reason to the contrary, there was one paramount reason for following the words of the Imperial Act exactly. That Act had been in force for thirty-four years, and probably by this time every officer and seaman in the service were familiar with its provisions, and he thought it would be well, therefore, we should not invade in the slightest way upon the wording of the Imperial Act. It might also perhaps be objected that there would be little use for a measure of this kind in this colony, if it became law. But, he thought, in view of the projected harbor improvements at Fremantle we might expect to see a number of Her Majesty's ships calling there in the future, and that Albany would ere long become an important naval station. Under the circumstances, it seemed to him that the bill was one that would commend itself at once to the approbation of that House; and, without any further words, he begged to move that it be now read a second time.

Motion agreed to, without opposition.

Bill read a second time.

CROWN LESSEES ARBITRATION BILL.

THE ATTORNEY GENERAL (Hon. C. N. Warton) moved the second reading of a bill to enable Crown lessees to proceed to arbitration in respect of compensation for improvements. The hon. and learned gentleman said the bill had been rendered necessary by a difficulty that had actually occurred. They were all of them acquainted with the terms upon which land was held, both under the old regulations and the new regulations; they knew the rights of pastoral lessees, and they also knew the rights of other persons to come in and purchase land which had been in the possession of a pastoral lessee, as part of his run. One of the terms of the bargain which the Government made between these persons was that certain lawful improvements made by the pastoral tenant should be paid for by the pur-

chaser of the land, and that compensation should be made to the lessee for such improvements as the purchaser took away with the land, and which had formerly been enjoyed by the lessee. But a difficulty had arisen as to arriving at the amount of compensation to be so paid. Under the Land Regulations recently promulgated, a provision appeared to have been made to meet this difficulty, which was this: whereas the old Land Regulations prescribed arbitration, in a slightly different form from the method prescribed by the new code, as the course to be adopted to determine the amount of compensation which a pastoral lessee was entitled to for the value of his lawful improvements, the old Land Regulations did not provide for the contingency of a purchaser refusing or neglecting to appoint an arbitrator, to act with the arbitrator appointed by the lessee. Whatever might be said in other respects with regard to these different sets of regulations, he thought they would all agree that the provisions of the 108th clause of the new regulations were certainly more ample and complete with regard to the question of arbitration than the regulations previously in force. The arbitration clause under the old regulations provided that the value of the improvements claimed by a lessee should be ascertained by one competent person appointed by the purchaser and one by the lessee, and that any difference of opinion between such valuers should be determined by an umpire, to be appointed by themselves, or, in case they should not agree in such appointment, by the Governor. No provision, however, was made in the event of one of the parties refusing or neglecting to appoint an arbitrator,—only in the event of their not agreeing as to the appointment of an umpire. The new regulations, however, provided for that contingency. The 108th section provided that “in the event of either party neglecting or refusing to comply with these regulations” (as regards the nomination of an arbitrator), “the party in default shall be bound by the decision arrived at by the arbitrator attending, and, in the event of neither party attending, the claim for improvements shall be considered as withdrawn.” They might be sure that the lessee would take care to

appoint an arbitrator, so as to have his claim adjudicated upon; but the purchaser might refuse or neglect to do so, and that difficulty had actually arisen in the case of land the tenure of which was held under the regulations in force prior to the new code coming into operation. The result of the refusal of the purchaser to appoint an arbitrator was that a lessee would be either deprived of the compensation lawfully due to him, or he would have to incur the expense of litigation. The object of the present bill was to extend the provisions of the new Land Regulations as regards the procedure in cases of arbitration to the proceedings in arbitration arising under the old regulations, so as to avoid litigation, as much as possible, between the parties.

MR. A. FORREST said it was well known that the pastoral lessee and the agriculturist in this colony generally held very different opinions upon the land question, and particularly so as regards the value of improvements. The agriculturist was obliged under the old regulations to go into the lessee's runs and take up his land, and, in some cases, the lessee had fenced in all his runs. The agriculturist purchased his land, perhaps, just outside this fence, and possibly others would do the same, the result being that the greater portion of the land was taken up and the lessee's run would be no good to him. The law allowed this to be done, and the lessee took up his land with the knowledge of the law; but he failed to see how, if the Government allowed people certain rights to go in and take up land in this way, they should compel a man to pay for a fence which had become useless to him. He failed to see what earthly good the present bill could do. He knew from his own business experience that the 108th clause was a dead letter.

THE COMMISSIONER OF TITLES (Mr. J. C. H. James) said he was unable to follow the hon. member for Kimberley in his argument. It appeared to him the hon. member had travelled very far outside the object of this bill. The object of the bill was so clearly explained by the Attorney General that he was somewhat surprised that the hon. member for Kimberley, with his practical experience, should have missed it. The object of the

bill was to see that a pastoral lessee holding land under the old regulations should be fairly dealt with, and his interests adequately protected, in the same way as the interests of lessees were protected—as regards compensation for improvements—under the new regulations. These new regulations had provided the necessary machinery to enable a pastoral lessee to see that the reference to arbitration was followed up by the purchaser, and to compel the purchaser to join with him in putting that machinery in motion. He thought the man who was compelled to sell his land to another was entitled to this protection; and the object of the bill was simply to afford him the same protection, as regards obtaining compensation, as was enjoyed by the lessee under the existing regulations. The doctrine of compensation was recognised by the old regulations, but the necessary machinery had not been provided for determining the amount of the compensation which a pastoral lessee was entitled to, should the purchaser of his land refuse to co-operate with him in the appointment of an arbitrator. The present bill provided that machinery.

MR. VENN regretted that the hon. member for Kimberley had failed to see the object of the bill. He could not understand how anyone acquainted with the land regulations relating to compensation and arbitration should be unable to see the object of the bill. All it proposed was to give force to a regulation which was discussed thoroughly in that House last session. People selected land with a view to occupation, and they purposely left out of their selections some of the improvements, although at the same time destroying the value of the lessee's run. The present bill was intended to meet such cases, and to compel those who took up land to suit themselves to pay what was called consequential damages to the lessee whose land they had selected. He thought it was a very useful measure, and one calculated in every way to do good.

MR. RICHARDSON said the object of the bill was simply to provide machinery whereby the principle of the Land Regulations of the colony might be carried out; and he thought there was nothing unjust in it, nor anything calculated to inflict hardship upon anyone. He thought

nothing could be fairer than the object which the bill had in view. It seemed to him an absurdity, and it would be a blot upon our Statute Book, if that House passed regulations to protect a certain class of landholders from what might be a hardship or injustice, and were to neglect providing the necessary machinery for providing that protection which the law contemplated. It seemed to him a very just principle that anyone injuring or destroying the value of another man's land, and taking away his improvements, should be made to pay for those improvements. Were it otherwise, lessees, he should imagine, would be very cautious indeed before they ventured to make any improvements upon their lands.

Mr. LOTON said the House had already affirmed the principle involved in this bill, and the question was whether they would apply that principle to those who had selected land under the old regulations. He was not at present prepared to say whether he was in favor of the extension of this principle, as now proposed, or not. Under the 108th clause of the present regulations, selectors had to pay not only for the land which they actually selected, but also—subject to arbitration—for land which they may not have included in their selection, but which nevertheless they may have lessened in value to the lessee. He was quite in favor of that clause as affecting the existing regulations, because those who selected land under those regulations had the clause before them. But those who selected land under the old regulations had not this clause, in its present form, before them; and he doubted whether it would be right to make them amenable to its provisions. If they made this bill retrospective—and it could be of very little use otherwise—he could see very clearly that it was likely to entail great hardship upon many selectors.

Mr. HENSMAN said that, according to the Attorney General and the Commissioner of Titles, the bill purported to be only a bill to provide certain machinery for working out any question of arbitration that might arise under the old Land Regulations. But, to his mind, it did more than that. There was behind this a very important principle; and that was whether, when men had

taken up land under certain regulations then in force, and under which the Crown made a contract with them, that House had a right to alter the terms of that contract altogether, and impose upon these persons fresh conditions and fresh liabilities. In all these different sets of Land Regulations that had succeeded each other there was a clause similar to that in the present regulations providing that the amended regulations shall not affect, or be construed to affect, any contract made prior to the regulations coming into force. Surely it was right that those who took up leases, or who purchased land out of those leases, should never have the terms upon which they took up or purchased the land altered or varied; for, by so doing, they would be altering the terms of the contract which the Government had made with these people. Up to the regulations of this year, the compensation that was payable to a lessee by the fee-simple purchaser was compensation for improvements on the land actually bought up. For the first time, the regulations of 1887—and he was not prepared to say it was not an improvement upon the old law, in favor of the lessee—allowed compensation to be claimed in respect not only of the land actually taken up, but also compensation for adjoining lands which might be injuriously affected thereby, or their value deteriorated. But that was not the case when contracts were made under the old regulations; and, if this bill should become law, the result would be that the clause which said that nothing in the new regulations shall affect, or be construed to affect, any contracts lawfully made, or obligation entered into, with the Government before the new regulations came into force, would be entirely swept away. The result would be, he should think, that an immense crop of litigation would spring up. It would be very doubtful whether a man who had already got compensation with respect to improvements taken up by a fee-simple buyer would now be satisfied. If this bill was going to be made retrospective, that man would probably go to litigation in respect of the land that was injuriously affected by that purchase. The bill contained a principle which was opposed to all the principles of good and fair legislation. Why did

not the House, when framing this 108th clause, provide that the clause should apply to all previous regulations? The House would have shrunk from doing that; and, indeed, it would have been monstrous to have supposed that it would have attempted to have made such a provision. This bill gave existing lessees rights of compensation which they never had before, and it placed a burden upon selectors which they never had before, and which were never contemplated when they purchased their land. Although the new regulations were probably an improvement in this respect, he could not assent to casting fresh burdens upon men who had bought up land out of leases under the old regulations, which were in force at the time they bought up the land.

MR. HARPER thought the whole matter lay in a nutshell. He thought every member would agree that the provisions of this bill should not go beyond the principles of the regulations which were in force previous to the new regulations. That being the case, it appeared to him to be an oversight that the question of consequential damages should have been introduced into it, or involved in it. He should be very sorry, and very much opposed to imposing these additional penalties upon purchasers who had bought up land under the old regulations; and he thought all that was necessary was to provide in the bill that it should only apply to and carry out the principle of compensation so far as that principle was embodied in the old regulations. The machinery sought to be provided was right enough, but it should only be set to work to carry out the principle of compensation contemplated by the regulations in force at the time the land was taken up or purchased. He hoped the Attorney General would agree to that amendment, limiting the application of the bill, which would make the bill acceptable to all.

THE ATTORNEY GENERAL (Hon. C. N. Warton) thought the speeches of many hon. members had missed the whole point at issue. The sole object of the bill, as indicated in the preamble, was to make provision for the refusal of a purchaser to appoint an arbitrator—a contingency that was not contemplated in any previous Land Regulations prior

to those now in force. He was as much opposed to retrospective legislation as the hon. and learned member for the Greenough was, and to giving compensation to people under the old regulations that was not contemplated when they took up their land. But the only question here was—did the bill do more than provide for the refusal of a purchaser to appoint an arbitrator? If hon. members thought it did—for that was the sole object and intention of the bill—let them cut it down to the very purpose intended. What the bill said was this: "That the provisions of the '108th section of the Land Regulations' of the second day of March, 1887, shall, 'so far as possible, be held to apply to 'all cases that have arisen, or which may 'arise, under and in compliance with the 'conditions of any Land Regulations 'conferring upon any pastoral lessee a 'right to claim compensation for improvements.'" He should imagine that referred to rights which existed under the regulations in force when the lessee took up his land, and not any subsequent rights which might have accrued under any later regulations. In committee, he should pledge himself to make or accept such amendment as would leave no possibility of mistaking the object of the bill, which was simply this: that, if a purchaser refused to nominate a person to arbitrate between himself and the lessee, the person appointed by the lessee should be empowered to make his award, and to determine the amount of compensation which the lessee was entitled to under the regulations under which he took up his land.

MR. MARMION said the bill undoubtedly, as at present worded, appeared to be retrospective, and would require to be amended in committee to make its object more clear, as now stated by the Attorney General. As at present worded, the clause seemed to give certain lessees rights which they did not formerly possess.

The motion for the second reading was then agreed to.

FEDERAL QUARANTINE STATION AT ALBANY.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) brought under the consideration of the House the message sent down by His Excellency at an early stage

of the session, suggesting that the House should approve of the proposal to establish a Federal Quarantine Station at or near Albany, on the understanding that the cost of the station should be defrayed, on the basis of population, by the several Australian Colonies, but that the administration and management of the station should remain in the hands of the Government. The hon. gentleman said it was proposed to establish the station—in the event of the other colonies consenting to the conditions suggested by His Excellency—on Michaelmas Island, which was now unoccupied, and which was considered to offer an advantageous site for the establishment of a quarantine station. It was outside Princess Royal Harbor, and so situated that the interests of the town would not be injuriously affected by its conversion into a quarantine ground. The hon. gentleman moved the following resolution: "That an humble address be presented to His Excellency the Governor, stating that in the opinion of this House it would be desirable to fall in with the proposal to establish a Federal Quarantine Station in the neighborhood of King George's Sound, but that for the protection of the interests of Albany it should be removed as far as possible from Princess Royal Harbor; and this House would suggest that Michaelmas Island might be accepted as a suitable position. This House approves of the terms and conditions, as to the construction and management, suggested by His Excellency the Governor in Message No. 10."

SIR T. COCKBURN-CAMPBELL said this question of federal quarantine affected the Australian colonies very closely; but, in its special application, in this particular instance, it affected his own constituency still more closely, and, therefore, perhaps it might be desirable that he should now intervene, and state that he was willing to accept the resolution now brought forward, and to second it. Hon. members were aware that the consideration of His Excellency's message had been postponed on one or two occasions, in deference to his statement that a public meeting of his constituents had been convened to consider the question, and pending the resolutions adopted at that meeting being communicated to

him. Most hon. members were aware that a year or two ago there was an Intercolonial Medical Conference held, at which this question of federal quarantine was brought forward, and at which this colony was represented by a very popular and able medical man, Dr. Rogers; and he believed it was greatly through his instrumentality that the Conference arrived at the conclusion that federal quarantine stations should be established at the first ports of call of the ocean steamers, namely, Thursday Island and King George's Sound. Our delegate pointed out to the Conference that infection was generally introduced on board the steamers at the last Asiatic port of call, and that if quarantine were established at the first port of call in these colonies, the danger of the infection spreading would be minimised, if not averted altogether. The Conference agreed with this opinion, and the delegates represented their views to their respective Governments; but, there being no Federal authority to carry out the resolutions of the Conference, no practical result followed. The result in some cases had been calamitous. Members might recollect the case of the *Preussen*, which arrived at Albany with some 600 souls on board, and one case of small-pox in the early stage of that disease. The patient had been separated from the rest of the passengers on the voyage; and, when the vessel arrived at Albany, the resident medical officer urged that the patient should be put on shore and quarantined, and that the vessel when disinfected should proceed on her voyage to the other colonies. The Government, however, for some reason, declined to permit the landing of the infected patient, and what was the consequence? Directly the ship left, the infection began to spread, and some of the passengers were dropped at various ports in the other colonies, and small-pox broke out in them all, resulting in a great many deaths, and giving rise to most serious apprehensions. At Sydney there were no less than 70 cases, of which thirteen resulted fatally. According to the evidence of the medical experts, if federal quarantine had been adopted and a station established at Albany, this terrible loss of life would not have happened. This was one instance showing the necessity of some

combined action being taken by these colonies in regard to this question. At the same time there was this to be considered: we were about to be connected with Albany by rail, and, as that town had a most magnificent climate, no doubt it would become a favorite summer resort for the inhabitants of this part of the colony, and not only of this colony, but also—as the climate became better known—of the other colonies, and, in time, become a sanatorium for the whole of these colonies. But if a lazaretto were established in the town of Albany, or in close proximity, no doubt it would greatly injure its prospects; and when His Excellency's message was communicated to the House, he at once placed himself in communication with the inhabitants of the town, and he received a telegram from them stating that they wished him to strongly oppose the establishment of a federal quarantine station there. That he certainly should have done, if the proposal of the Government had been to establish the station anywhere near the present quarantine station or even on Rabbit Island—another site which had been suggested. But he thought that in the interests of humanity we were bound if possible to find a middle course which, while affording protection to the people of Albany, would at the same time allow the views of the Inter-colonial Conference as to the desirability of establishing a federal quarantine station at the first port of call of mail steamers to be carried out. He thought this might be done by having the station on Michaelmas Island, as now proposed; and he was prepared to accept that proposition, on behalf of the inhabitants of Albany. This island was quite eight miles from the entrance into Princess Royal harbor, and he did not think that a quarantine station established there would be in any way injurious to the town. At the same time he was not perfectly certain whether Michaelmas Island would answer the purpose, there being great difficulty, he believed, in effecting a landing on the island, which would be very awkward in the case of sick people. Of course money could remove the difficulty, and possibly a convenient and comfortable landing place might be made. He would suggest another alternative: if it should be found

that Michaelmas Island did not answer, there was another inlet on the northern side of Oyster Harbor, which was perfectly isolated, and which he should imagine would make an admirable site for a quarantine station, without injuriously affecting the interests of the town.

MR. HENSMAN said the whole colony was interested in this matter, and not the town of Albany alone; and no one but the Albany people themselves would suggest that the question should be decided according to the views of the inhabitants of that town. Everyone would agree that the proposed quarantine station should be as far as possible from the town itself, so as not to annoy or endanger the inhabitants; and he himself was not in a position to express any opinion as to whether Michaelmas Island was a suitable site or not. But he thought the question of federal quarantine should be dealt with from a national rather than from any narrow and local stand-point.

MR. SCOTT said no one acquainted with the *Preussen* incident could come to any other conclusion than that it was a most unfortunate thing for these colonies that federal quarantine had not been established, and that there was not a federal quarantine station at Albany when that steamer called there. At the same time he thought the inhabitants of Albany were justified in objecting to the station being so placed as to injuriously affect the interests of the town, and endanger the health of its inhabitants. He thought the people of Albany had a perfect right to be jealous of their climatic advantages being thrown away in consequence of the proximity of a quarantine station. He thought the whole colony, in fact, was interested in preserving the good name of Albany, which was already an important place, and they all hoped to find it a still more important place. He thought it would be well if the House broadly accepted the resolution, without binding itself or the Government to this Michaelmas Island, of which he knew nothing himself, and probably very few other members. But that there should be a quarantine station somewhere within easy call of the first port of call of steamers at this colony everyone must admit.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) thought it would be very difficult to find another site so well

adapted for the purpose as Michaelmas Island; but the resolution did not bind the House nor the Government to select that island as the *locale* of the proposed station.

The resolution was then put and passed.

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

LEGISLATIVE COUNCIL,

Monday, 8th August, 1887.

Private Members' Day—Albany Jetty: Increasing the accommodation—Fremantle Harbor Works: resumed debate; in committee—Appointments to the Government Service from abroad—Adjournment.

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

PRAYERS.

PRIVATE MEMBERS' DAY.

MR. PARKER again called attention to the desirability of giving precedence on certain days to the motions and measures of private members. He observed that the question of harbor works at Fremantle had been put almost first on the Notice Paper for that evening, which would probably prevent any other motion or bill being considered, although there were about twenty orders of the day and other motions, many of them being private members' motions. He thought that Government business should not be allowed to take precedence always; otherwise, private business would be postponed indefinitely, or, more probably still, blocked altogether.

THE ATTORNEY GENERAL (Hon. C. N. Warton) suggested that the business might be arranged in this way—that Monday and Thursday be appropriated, one for motions to take precedence of bills, and the other a private members' day, on which day private business should be allowed precedence.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) doubted whether any hard-and-fast rule of that kind would, in the end, expedite the business of the session.

MR. PARKER said he would be satisfied, for the present, if the Colonial Secretary would allow private bills to take precedence on the following day.

INCREASED ACCOMMODATION, ALBANY JETTY.

SIR T. COCKBURN - CAMPBELL, in accordance with notice, moved that an humble address be presented to His Excellency the Governor, praying that he would be pleased to direct that the sum dedicated by the Legislature in the schedule of the Loan Act, 1884, to increasing the accommodation afforded by the Albany jetty, be expended in accordance with that dedication, at as early a date as possible. He was sorry to have to add in any way to the worries of the Director of Public Works, which he had no doubt were very great, but he was obliged to do so, in consequence of the answer which the hon. gentleman gave to the question put by him the other night, when he asked the hon. gentleman how soon the Government proposed to carry out this work. The answer he received was that the Government were already carrying out the work by constructing a goods shed and bonded store. Of course that had nothing to do with the jetty. He was sorry the hon. gentleman had not met him half-way; if he had, perhaps it would have been better for both parties. The House when it dedicated £1,500 for this work agreed that the money should be expended in extending the jetty; and what was actually required was the enlargement of the jetty-head. [The DIRECTOR OF PUBLIC WORKS: Question.] The hon. gentleman was not in the colony at the time. Mr. Clayton Mason was then representing the department, and Mr. Mason was perfectly aware of what was required, and of what the object was which the House had in view in voting the money. But the present Director of Public Works appeared to have come to the conclusion that it was not an extension of the jetty-head that was required, but lengthening the jetty itself; and a contract was entered into for the execution of the work; but it was stopped