

had been able to make—a statement for which he thought the House and the country ought to feel grateful to the hon. member. He principally rose, however, to say that he felt very sorry indeed, after the very hopeful view which the hon. member took of our financial outlook—a view in which he might say he fully concurred—he was only sorry that his motion in favor of subsidising municipal funds had not been delayed until after the hon. member had made his financial statement. He believed he should then have scored a victory instead of sustaining a defeat.

The vote for the *Governor's Establishment*, Item £543 16s. 8d., was then put and passed.

*Legislative Council*, Item £975:

Agreed to, without comment.

*Colonial Secretary's Department*, Item £1,719:

Agreed to, without discussion.

*Treasury Department*, Item £1,335;  
*Audit Department*, Item £1,270; *Customs Department*, Item £5,437:

These votes were passed *sub silentio*.

*Postal and Telegraph Department*, Item £31,547:

MR. SHENTON asked what was being done in the matter of the appointment of Superintendent of Telegraphs, and whether it was proposed that the officer who received the appointment should be qualified to take charge of the telephone as well as the telephone.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he understood the Postmaster General was making every effort to get a competent man, a scientist possessing a practical knowledge of both branches.

MR. SHENTON called attention to the large increase in the vote for linemen. There appeared to be a far larger number of linemen required to look after the new Northern line, with its iron posts and all the latest improvements, than were employed on the old lines where wooden posts were used, and other old fashioned appliances.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the great additional cost of many of the items in connection with the Northern line for next year, as compared with the votes for the present year, was because provision had to be made on the present Estimates for the whole year,

whereas last session provision had only to be made for a portion of the year. To a certain extent the vote asked for was only speculative, but he thought they would do well to accept the estimate of the head of the department.

MR. McRAE thought there would be no necessity to have a lineman at the Fortescue. The Ashburton lineman could attend to that.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he would see the Postmaster General on the subject.

Progress was then reported.

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

## LEGISLATIVE COUNCIL,

*Tuesday, 8th September, 1885.*

Railways of the colony: Cost of construction, maintenance, profit and loss, etc.—Wharfage charges, Fremantle jetty—Bridge over the Avon at Beverley—Appropriation Bill (Supplementary), 1885—Estimates, 1886: further considered—Message (No. 23): Public Works, Land Grant Railway proposals, Immigration, Surveys—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

RAILWAYS OF THE COLONY: COST OF CONSTRUCTION, MAINTENANCE, &c.

MR. GRANT, in accordance with notice, asked the Commissioner of Railways the following questions:

1. What has been the total cost of the Eastern Railway from Fremantle to York?
2. What is the amount of interest per annum that has to be provided for this amount?
3. What is the amount of sinking fund per annum that has to be provided for, and when is the first payment due?

4. What is the estimated revenue to and from Fremantle and York for 1886?
5. What is the estimated expenditure during the same time, including the proportion due to upkeep of head office?
6. What is the estimated direct total gain or loss to the colony for 1886 connected with this railway, taking into consideration on the one side the interest on original cost, annual amount of sinking fund, and working expenses as compared with the revenue estimated to be received?

Also an answer to the same 6 questions as regards the railway from Geraldton to Northampton.

- Also,—1. What is the estimated cost of the railway to be constructed from Bunbury, and how many miles it is intended to complete?
2. What amount will be required for interest and sinking fund per annum?
  3. What is the estimated expenditure per annum?
  4. What is the estimated revenue per annum?
  5. What is the estimated direct gain or loss to the colony connected with this railway, taking into consideration on the one side the original cost, interest and sinking fund, and working expenses, as compared with the revenue estimated to be received?

Also an answer to the same questions as regards the York-Beverley line, the Northam-Newcastle line, the Geraldton-Greenough line, and the Cossack-Roe-bourne line.

MR. GRANT said his object in asking these questions was to put hon. members in possession of some knowledge as to what may be expected from all these lines. If they were to take the Eastern line as a criterion of the cost to the colony of its other railways—and he supposed it would be admitted that if any line was likely to pay it was the Eastern line—he thought the House ought to pause before entering upon any further undertaking, seeing that this crack line was costing the colony some

£15,000 a year. The present Government had instituted a policy of borrowing largely for public works, and it was only right that the House and the country should know how far these works were likely to be reproductive.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said he would be very glad to supply the information asked for, with reference to the first questions, numbered 1 to 6, as soon as it could be prepared; but to the other questions it would be impossible for him to give any satisfactory reply, as he was not in possession of that information which would enable him to arrive at the estimates asked for.

#### WHARFAGE CHARGES, FREMANTLE JETTY.

MR. CROWTHER asked the Colonial Secretary whether, since the taking over of the management and working the traffic on the Fremantle jetty by the Government, an extra rate of sixpence per ton had been levied on flour, grain, and hay (the produce of the colony); and if so, why?

THE COLONIAL SECRETARY (Hon. M. Fraser) said a reference to the jetty regulations of 4th November, 1881, and of the 22nd December, 1884, showed that no alteration had been made in the jetty charges as regards the items mentioned.

#### BRIDGE OVER THE AVON AT BEVERLEY.

MR. HARPER moved, "That an humble address be presented to His Excellency the Governor, praying that he would be pleased to place upon the Estimates a sum sufficient to construct a bridge across the Avon river, at Beverley." The hon. member said it would be in the recollection of the House that he had brought forward the same motion at an earlier stage of the session, but that it was considered desirable that the matter should be postponed until the Estimates were brought forward, and that in the meantime the Director of Public Works should make some inquiry as to the probable cost of the proposed bridge. Perhaps the hon. gentleman would inform the House what informa-

tion he had been able to obtain on the subject.

MR. BROWN said that when this question was before the House before, he and other members declined to commit themselves on the subject until they were in possession of some further information as to the necessity for this bridge. He understood there was another bridge in the vicinity of the town, and, certainly, in the absence of additional information, and seeing that there was not likely to be any large amount of surplus revenue available for increasing the proposed expenditure on these Estimates, he should be disposed to vote against the motion. He thought it was only for works of pressing necessity that provision should be made on the Estimates for next year; and, as nothing had been said to show that this was a work of pressing necessity, he must oppose it.

MR. SHENTON said the House had already voted £1,300 on the supplementary estimates this session for two bridges, one at Wilberforce and one at the Mackie, for the convenience of the settlers in the same district, and he thought they ought to be satisfied for the present, seeing that there was already one bridge in the neighborhood of Beverley.

No other hon. member rising, the motion was put and negatived, on the voices.

#### APPROPRIATION BILL (SUPPLEMENTARY), 1885.

This bill passed through committee, without comment.

#### ESTIMATES, 1886.

The House went into committee for the further consideration of the Estimates for next year.

*Postal and Telegraph Department, Item £31,547:*

THE COLONIAL SECRETARY (Hon. M. Fraser) said he had interviewed the Postmaster General, with Mr. McRae, and that gentleman had satisfied the Postmaster General that there would be no necessity for a lineman at the Fortescue. He therefore had to move that the item "Lineman, £120," and

also the item "Native assistant, £30,"—the lineman's *attaché*—be struck out. Agreed to.

THE COLONIAL SECRETARY (Hon. M. Fraser) moved to add £10 to the salary of the ninth clerk in the General Post Office, making it £80 instead of £70, the officer in question being entitled to an increase of £10.

MR. MARMION said he should like to know upon what principle or system these £10 advances were made. It appeared to him that the principle only applied to some departments of the service. Whilst the clerks in one branch seemed to come in regularly for an annual increase of £10, the clerks in other departments remained *in statu quo*, for years together. Why should some officers be entitled to this privilege more than others? He supposed the Customs department was as important a department as there was in the service; the officers connected with it were entrusted with large responsibilities, yet neither at Fremantle nor at any of the outports did the clerks or other officers belonging to that department enjoy this £10 a year privilege. Why was this thus? Why should this privilege be enjoyed only by officers in some departments, and those, generally, at head quarters? Would the hon. gentleman explain why this invidious distinction was made between one department and the other in the public service?

THE COLONIAL SECRETARY (Hon. M. Fraser) said the only reply he could offer was this: certain officers employed in the public service were classified, which entitled them to an annual increase of £10 until they reached a certain maximum, in each class or grade. There were other branches of the service the officers connected with which were employed at fixed salaries, and the only increase these officers could look forward to was in the event of promotion. This was the case with certain officers employed in the Customs Department, and the same applied to the Railway Department. The only way in which the services of these officers could be rewarded was by promoting them from one place to another; but in the case of classified officers, they were entitled to an annual increase of £10 until they reached the maximum salary in the class to which

they belonged. No further increase was given to them in that class, until they are removed to another class, when they again became entitled to annual increases of £10 until they reached the maximum in that class; and so on. He did not himself particularly commend this system of classification, but it was in force before he took office, and was in fact recommended by a commission appointed in Governor Ord's time to report upon the question of departmental expenditure. He believed it afforded some stimulus and incentive to officers in the public service, for this increase depended upon the recommendation of the head of the department.

MR. MARMION said the only reason he could ever assign for the distinction made between the officers in one branch of the service, and officers in another branch of the service, was that those who generally received these increases were officers who were fortunate enough to be employed at head quarters, under the immediate ægis of their chiefs. He thought the system ought to be made general or abolished altogether.

MR. WITTENOOM quite agreed with the hon. member. He thought something ought to be given to encourage and to stimulate other officers, besides those at head quarters—officers who were quite as much entitled to consideration as their more fortunate confères in Perth.

The matter then dropped.

MR. STEERE said he noticed that provision was made for an assistant telegraphist at Northam, at a salary of £50. He thought the Vasse postmaster was more entitled to such assistance than Northam was. He found on reference to the Postmaster General's report that there was considerably more business at the Vasse than at Northam. The number of telegrams transmitted at the latter place last year was only 1,218, the number at the Vasse being 1,601; while, as to the postal work, there was more than double the quantity of correspondence passing through the post office at the Vasse than at Northam. Last year the number of inland letters received at the Vasse post office amounted to 19,480, and the number forwarded was 19,335; whereas at Northam, the number of letters received was only 9,077, and the number forwarded 8,105. The Vasse

postmaster also had much longer hours than most country postmasters, as he had to wait all hours for the steamer. Under these circumstances, he thought an assistant was very much more wanted at the Vasse than at Northam. He would therefore ask the Colonial Secretary to strike out Northam, and put in the Vasse.

MR. MARMION thought they ought to strike out the item altogether. At Northam the number of telegrams received did not average more than four a day, and it was absurd to suppose that an assistant telegraphist was wanted in a place like that.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the Postmaster General's explanation was that it was necessitated by an increase of business in the local office, which was not only a post and telegraph office, but also a savings bank and money order office; and the officer in charge required some assistance.

MR. MARMION thought it would be better to increase the salary of that officer than to provide him with an assistant. A saving would be thus effected. He would suggest that instead of making a fresh appointment they might increase the salary of the other man.

THE COLONIAL SECRETARY (Hon. M. Fraser): The other man is a woman.

MR. MARMION: Well, I am rather an admirer of the fair sex myself, and this only makes me still more desirous to increase the vote.

MR. SHENTON thought it would be only fair that the postmistress at Northam should have her salary raised, if they were not going to give her an assistant. He would therefore suggest that the item "Assistant telegraphist, £30," be struck out, and that the salary of the postmistress and telegraphist be raised from £90 to £100.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he could give no promise of an increase at present; but if the committee resolved upon striking out the item, be it so.

The item of £30 was then struck out.

MR. SHENTON, referring to a proposed increase of £10 to the salary of the heliographist at Rottneest, said he observed that it was also proposed to increase this officer's pay as clerk and

superintendent of the salt works on the island. He thought it would be quite enough to give one increase at a time. He would be quite prepared to support a proposition for increasing his salary as clerk by £20.

**THE COLONIAL SECRETARY** (Hon. M. Fraser) said this officer had been a long time in the service, and much of his time as heliographist was given up after or before ordinary office hours.

**MR. PEARSE** suggested a compromise, and moved that the item be reduced by £10, which would give the heliographist an increase of £10 a year on his present salary.

This was agreed to.

**THE COLONIAL SECRETARY** (Hon. M. Fraser) moved that the item "Forage for Linemen, £60," be reduced by £40, as it would be unnecessary to provide an allowance for a lineman at the Fortescue.

This was agreed to, and the departmental vote passed.

*Land Titles Department, Item £1,055:*  
Agreed to without comment.

*Harbor and Light Department, Item £5,771:*

**MR. BROWN**, referring to the first item, "Harbor Master, Fremantle, £250," said he regretted he felt it to be his duty, in consequence of what he might say had become a matter of public notoriety, to ask the Government a question concerning the conduct of this officer,—conduct which had been such that he thought it was generally if not universally felt by the members of that House that it was impossible for the Government to retain his services any longer. He did not think it was the duty of the members of that Council as a rule to interfere with what he conceived to be Executive functions; but such had been the conduct of this officer that on behalf of the members of the House generally he begged publicly to ask the Colonial Secretary whether or not it had come to the knowledge of the Government that the officer in question was quite unfit to perform his duties.

**THE COLONIAL SECRETARY** (Hon. M. Fraser): With respect to the conduct of the Harbor Master at Fremantle, the conduct of that officer has been twice, within a recent period, before the Government. Only so recently as last Saturday fortnight, I myself had occasion to visit him in his office, and I was not

satisfied with the condition which I found him in. Subsequently I myself individually called upon him for an explanation, and he has not up to this moment replied; but I may say that I do not intend to let the matter remain where it is. There were others with me on the occasion referred to, and his condition was obvious to them as well as to myself; and the hon. member for the Gascoyne may rest assured that the peccadilloes of the Harbor Master will not pass unchallenged. I myself intend to follow up the inquiry, for I feel that in justice to the public it is only right I should do so.

**MR. SHENTON** hoped that should the Executive find it necessary to make any alteration in the Harbor Master's department they would bear in mind the recommendations of the select committee appointed two years ago to consider the question of reorganising this department, and appoint as Harbor Master an officer of a superior stamp, possessing the qualifications, social and official, mentioned by the committee. He noticed that provision was made on these Estimates for increasing the number of the Harbor Master's crew by two men, besides providing an engineer for the steam launch. When the question of the steam launch came before the House the general impression was that there would be a saving of labor in the Harbor Master's department. He presumed that this steam launch would do all the outside work including Garden Island, Rockingham, and the Rottnest service; so that the lugger would only be required for work in the immediate vicinity of Fremantle.

**THE COLONIAL SECRETARY** (Hon. M. Fraser) said the Estimates had been framed in accordance with the requisition of the head of the department. The reason given for proposing to increase the number of the crew was in consequence of the increase in the shipping.

**MR. SHENTON** said that was ridiculous. There had been no increase in the shipping at all. To his own knowledge the duties of the department as regards shipping had neither increased nor decreased, during the last year—if anything they had decreased; and under the circumstances he thought he would be justified in moving a reduction of £72 in

this vote, being the wages of one of the extra men; the other one would probably be required for the steam launch.

The committee divided upon the motion to reduce the item by £72, the result of the division being—

Ayes	...	...	16
Noes	...	...	4
			—
Majority for	...		12

Ayes.	Noes.
Mr. Brockman	Hon. A. P. Hensman
Mr. Brown	Hon. J. Forrest
Mr. Burges	Hon. J. A. Wright
Mr. Burt	Hon. M. Fraser (Teller.)
Mr. Crowther	
Mr. Grant	
Mr. Harper	
Mr. Loton	
Mr. Marmion	
Mr. McRae	
Mr. Pearce	
Mr. Randell	
Mr. Steere	
Mr. Venn	
Mr. Wittenoom	
Mr. Shenton (Teller.)	

The vote was therefore reduced by that amount.

MR. SHENTON asked the Colonial Secretary whether, in the event of an officer of the Government also holding a commission in the Volunteer force, he was a Government officer first and a Volunteer officer afterwards, or whether his official duties were to be made subservient to his duties as a Volunteer? On more than one occasion, to his knowledge, ships at Fremantle had been placed at great inconvenience, owing to the fact that the pilot, who also held a commission in the Volunteer naval brigade, was absent attending to his military duties. When it was borne in mind that Fremantle was the chief port of the colony, and that it already bore a sufficiently bad name abroad, he thought that instead of difficulties being put in the way of masters of vessels calling here, every possible facility should be afforded them, both in coming and going. During the last Easter encampment, the pilot being in camp, a vessel that wanted to clear out was detained two or three days, owing to there being no officer to take her out, when a favorable opportunity offered. On another occasion, when the Volunteers were called out, one of the large steamers that now periodically visit Fremantle was about to depart, but as this officer was away Volunteering, the steamer had to be sent off in charge of the Rottneest cox-

swain. He was aware that this coxswain had a pilot's certificate, but it was only for a certain class of vessels, and he had no right to act except in the unavoidable absence of the proper pilot. If any accident had happened to that steamer, he questioned very much whether the Government would not have been liable to the underwriters. This was a matter of great importance to the shipping interest, and he hoped the Government would not lose sight of it.

THE COLONIAL SECRETARY (Hon. M. Fraser) said he quite agreed with the hon. member that it was highly undesirable that an officer connected with the pilot service should hold a commission in the Volunteer force, if he found that his military duties were liable to interfere with his official duties. The hon. member having called the attention of the Government to the matter might depend on its receiving consideration.

MR. SHENTON, referring to the item "Rent for quarters for Crew of Harbor Master and Pilot, £65," said he understood these men were to be quartered in the old court-house when that building was vacated.

THE COLONIAL SECRETARY (Hon. M. Fraser) said the old court-house was a most unsuitable building to domicile anybody in it, especially with families. Latterly it had been employed as a temporary office for the Works Department, in connection with the proposed harbor improvements. The present quarters were very convenient, and adapted in every respect for both married and single, and the rent was very moderate.

MR. SHENTON presumed that arrangements would be made next year to locate the crews in some of the Imperial buildings that were about to be transferred to the Colonial Government.

The vote was then put and passed.  
Progress reported.

MESSAGE (No. 23): PUBLIC WORKS, LAND GRANT RAILWAY PROPOSALS, IMMIGRATION, SURVEYS.

MR. SPEAKER announced the receipt of the following Message from His Excellency the Governor:

"The Governor has the honor to inform the Honorable the Legislative Council that he has had under his consideration the following important questions con-

"nected with Public Works, Immigration, and Surveys.

- "(a.) The provision of a sum of £15,000 to make good defects on the Eastern Railway.
- "(b.) The provision of a sum of £10,000 to increase the Immigration Fund during 1886.
- "(c.) The proposals made by Mr. Hordern and Mr. George Simpson for the construction of a Railway from Bunbury inland on the Land Grant system.
- "(d.) A proposal made by Mr. Neil McNeil for the continuation of the Jarrahdale Railway on the Land Grant system.
- "(e.) A proposal made by Messrs. Stone and Burt for the construction of a Railway on the Land Grant system from Esperance Bay to the Hampton Plains.
- "(f.) An application by the Postmaster General for a grant of £3,000 for the repoling of the Eucla telegraph line.
- "(g.) The provision of a further sum of £4,227 to complete the construction of the Roebourne Telegraph.
- "(h.) The decrease of £5,000 in the vote for Roads and Bridges for 1886.
- "(i.) The decrease of £5,000 in the vote for Surveys in 1886.
- "2. It appears to the Governor that much advantage would result if these questions could, in the first instance, be freely and fully discussed by Your Honorable House, and if the Governor could be made acquainted with the views of the Legislature upon each of them.
- "3. Should it, in connection with some of the above matters, be considered that any further charges can safely be thrown upon the Budget for 1886, now before the Council, it will require to be borne in mind that any such arrangement must remain in some degree inconclusive, for it must necessarily depend on the existence, at the close of the current year, of a balance larger than that which has been estimated by the Government. The present financial proposals for 1886 reduce the balance

"to an estimated sum of about £30,000, at which level, as the Council will probably agree, the disposable funds of the colony should be maintained.

"4. Papers in connection with some of the matters now referred have already been presented to Your Honorable House, and others will be laid on the Table.

"Government House, Perth, 8th September, 1885."

The consideration of His Excellency's Message was made an order of the day for September 11.

The House adjourned at a quarter to three o'clock, p.m.

## LEGISLATIVE COUNCIL,

*Wednesday, 9th September, 1885.*

Papers—Election Petitions Amendment Bill: first reading—Mr. Commerford's salary; also Tidewater's and Lightkeeper's salaries, Geraldton—Two Bridges over the Swan—Municipal Councils Titles Bill: third reading—Urban Tramways Bill: second reading; referred to a Select Committee—Municipal Institutions Act, 1876, Amendment Bill: in committee—Gun License Bill: in committee—Appropriation Bill (Supplementary), 1885: third reading—Adjournment.

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

PRAYERS.

## PAPERS.

THE COLONIAL SECRETARY (Hon. M. Fraser) laid upon the table the following papers:

1. Proposals by a Syndicate of Melbourne capitalists to construct a line of railway from Jarrahdale to Albany-Perth Road, on the Land Grant system.
2. Proposals by a Syndicate for the construction of a Railway on the Land Grant System between Esperance Bay and Hampton Plains.