

centres of population, considers that various principles of importance are involved requiring mature consideration; and this House recommends that—in order to allow of this full consideration—it is desirable that the whole question should be deferred until the next session of Council; and that in the meantime the Government should place themselves in communication with the Municipal Councils of Perth and Fremantle, so that those representative bodies—after consultation with the ratepayers—may advise the Government as to the best course to pursue. This Council further desires to express its opinion that the plans and sections of Messrs. Saunders and Barratt should be afforded all possible protection at the hands of the Government."

This amendment was carried, *nem. con.*

#### APPROPRIATION BILL (SUPPLEMENTARY), 1887.

Bill read a second time, *sub silentio*.

#### ROADS BILL.

The House again went into committee on this bill.

Clause 1:

MR. HARPER moved that, in consequence of the bill being brought before the House at such a late stage of the session, the Chairman do leave the Chair.

Upon the question being put, the committee divided, the numbers being—

Ayes ... .. 11

Noes ... .. 9

Majority for ... 2

AYES.  
Mr. H. Brockman  
Hon. Sir M. Fraser  
Mr. Keane  
Mr. Loton  
Mr. McRae  
Mr. Pearse  
Mr. Richardson  
Mr. Shenton  
Hon. J. G. Lee Steere  
Hon. J. A. Wright  
Mr. Harper (Teller.)

NOES.  
Mr. E. B. Brockman  
Mr. Congdon  
Captain Fawcett  
Mr. Forrest  
Mr. James  
Mr. Marnion  
Mr. Randall  
Mr. Venn  
Hon. C. N. Warton  
(Teller.)

The House resumed, and the Speaker took the Chair.

#### PEARL SHELL FISHERY REGULATION ACTS AMENDMENT BILL.

Read a third time and passed.

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

#### LEGISLATIVE COUNCIL,

Friday, 19th August, 1887.

Water Supply for Fremantle—The Establishment of Harbor Trusts—Excess Bill, 1886: Report of the Select Committee—Appropriation Bill (Supplementary), 1887: third reading—Perth-Busselton Railway (Message No. 12): Report of the Select Committee—Crown Lessees Arbitration Bill: third reading—Re-Appropriation Bill: in committee; third reading—Excess Bill, 1886: in committee; third reading—Adjournment.

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

PRAYERS.

#### WATER SUPPLY FOR FREMANTLE.

MR. PEARSE asked the Director of Works what steps had been taken to carry out the resolution of the House with regard to the scheme of water supply for Fremantle, for which the sum of £7,000 was re-appropriated out of the 1884 loan?

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said that the excavation for one reservoir was completed, and about a third of the other was finished. A large quantity of pipes had been ordered, and a portion of them had been delivered. The work would be proceeded with at once, and provision made for about 300,000 gallons.

#### HARBOR TRUSTS.

SIR T. COCKBURN - CAMPBELL, in accordance with notice, moved, "That in the opinion of this House the time has arrived when it might be desirable to consider the policy of further extending the principle of local self-government by establishing harbor trusts for the more important parts of the colony; and that the Government be requested to obtain, during the recess, such information respecting Harbor Trust Acts, and the

working of harbor trusts in the Eastern colonies, as may be useful in arriving at a decision on the subject." He felt sure that hon. members would agree that the principle of local self-government was a good one and a desirable one to put into operation. He had felt how very unfortunate it was that every want of the people, every local want, should have to be supplied by the Central Government. The result of this was that hon. members of that House—the representatives of the people—were to a very great extent degraded—he used the word advisedly—into the position of commission agents. The country constituencies very naturally thought it was the duty of their members to bring them loaves and fishes, to induce the Executive and the House to supply all their little wants—roads, bridges, etc.—indeed everything they required. The consequence of this was very unfortunate; and under another form of Government, such as that to which many members of that House aspired, there was no doubt it would work even greater evil than it did at present. Sir Henry Parkes had recently in his speeches stated that he believed that a great deal of the financial trouble in which New South Wales had lately been involved came directly from the large expenditure consequent upon ministers always being forced to buy the support of their majorities. Sir Henry Parkes was now trying to elaborate large measures of local self-government in order to put a stop to this unfortunate state of things. He felt certain that to the extension of the principle of local self-government must they look for the avoiding of a great many of those evils which prevailed under the form of Government they proposed to adopt. It was desirable as early as possible to extend that principle amongst the institutions of the colony. Through the pressure of his constituents he had been given an opportunity of urging the extension of that principle with regard to the management of harbors. They had felt a very great deal of dissatisfaction about many things connected with the harbor and jetty; and he thought that if the funds derived from the harbor were expended in the way they were in some of the neighboring colonies, matters would be much more satisfactory. The motion he had proposed did not pledge them to any-

thing, but simply asked the Government to obtain information from the Eastern colonies as to the working of harbor trusts.

MR. MARMION seconded the motion.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said the Government were in accord with the motion.

The motion was carried.

#### EXCESS BILL, 1886: REPORT OF SELECT COMMITTEE.

MR. RANDELL brought up the report of the select committee upon the Excess Bill, 1886, and moved its adoption.

Agreed to.

#### APPROPRIATION BILL (SUPPLEMENTARY), 1887.

Read a third time and passed.

#### PERTH-BUSSELTON RAILWAY (MESSAGE No. 12).

On the order of the day for the consideration of the report of the select committee on His Excellency's Message No. 12,

MR. VENN moved that the report be considered in committee of the whole.

Agreed to.

#### IN COMMITTEE.

MR. VENN said that hon. members had had ample time to read the report of the special committee on His Excellency's Message, in reference to this railway. The report of that committee had special reference to the proposals of Mr. J. M. Dobson and Mr. Matheson, and it would be observed that the committee were unanimously of opinion with regard to the necessity for railway construction in the Southern Districts. There seemed to be unanimity of feeling upon that point, but with regard to the guarantee system they had a note to the report, signed by the hon. the Colonial Secretary and the hon. member for Toodyay (Mr. Shenton), objecting to that part of the scheme. He hoped that these hon. gentlemen would give satisfactory explanations of the line they had taken in this matter. He trusted that the House would come to some useful resolution on this matter, as it was one of the most important subjects that had come before them. If they adopted the report of the committee that

evening, they would redeem the session from the stigma of barrenness. Hon. members must, he thought, agree with him when he said that railway extension to the South was one of the first works the colony ought to undertake. Such a line should not go simply to the Canning, but to Jarrahdale and Bunbury, and eventually to Busselton. Every other district was being served, or about to be served by lines of railway—the Midland—the Beverley and Albany—the Clackline railways were shortly to be made, and Northam and Beverley were served by the railway. And yet the Southern Districts, the most fertile districts of Western Australia, had no railway communication whatever. Let hon. members ask themselves the question, "what part of Western Australia is likely to support a large population?" and he felt satisfied they must come to the conclusion that the district that above all others was able to do this was that south of Perth. The report said that the Southern Districts were favored by having rainfall; that was correct. And not only had it a rainfall, but it was intersected by numerous streams. The making of the proposed railway would open up a field of enterprise and speculation superior to any other portion of the colony. In any other part of the colony, whatever else they might have, they had not got a rainfall, and they had not got magnificent valleys. Any railway extension, therefore, that was likely to develop the colony must take place to the south. He was not in the House when the Eastern Railway was contemplated, but had he been a member then, his voice would have been raised against it. It was one of the greatest mistakes the House had ever made, that of making a railway through country which was not likely to support 500 people. The proposed railway, however, would go through a belt of country of which there was hardly an acre that would not support population. It would open up two million acres of land, and if they took the small proportion of one-fifth as fit for agriculture, they had nearly a quarter of a million acres of cultivable soil. It might be asked why the land had not at the present time been opened up for farming purposes. The simple answer to that question was that there was no means

of getting produce from the source of supply to market. Only four days previously an offer was made to the Steamship Company for a freight of certain commodities, and the price was so great that the holders could not entertain it. That was the general complaint—there was no means for getting a supply of produce from the Southern Districts to Perth. He had to say for the Southern settlers—give them easy and fair means of transit and they would be able to provide the whole of those supplies—he said it advisedly—that came from the other colonies. In the country to be served by the proposed railway, there were resident at the present time nearly five thousand people. In 1880, the quantity of land under cultivation and ready for cultivation in the Blackwood, Sussex, and Williams Districts was 16,147 acres, including 2,073 acres in the Blackwood District. It might be said that the proposed railway would not benefit the Blackwood District, but supplies would come down the line going in the direction of that district and find its way into Perth. Leaving the Blackwood out of the question, they had still 14,000 odd acres of land ready to be served by the proposed line. Having spoken of the capabilities of the country to be served by the railway, he would now come to the resolution he had to submit to the House. The committee had in strong terms recommended the adoption of the proposals of Mr. James Dobson. The committee had had before them the evidence of the Commissioner of Railways and also of Mr. Keane, and he took it the most valuable portion of the report was that evidence. He, too, had been very much disposed to think that it would be better in the interests of the colony that this line of railway should be undertaken by the Government, but in view of the evidence of the Commissioner, the House, he thought, would come to the conclusion that they would be right in accepting the proposals of Mr. Dobson. The Commissioner had told them that the scheme of Mr. J. M. Dobson was the same thing as railway construction out of loan, with the additional great advantage of having a guarantee of absolute cost of a fully-equipped railway, including stations and sidings. The Commissioner added, "I am of opinion that

a railway from Bayswater to Busselton is a most desirable undertaking." Along the route of the railway would have to be constructed numerous bridges, including one over the Swan which would cost from £8,000 to £10,000. The advantage of the scheme was that the colony would know the total amount of expenditure to which it was being committed. It might be said that £3,500 was a large figure for the whole line and he supposed it might have been reduced but for the important fact that the line was intersected by all the streams coming down from the Darling Range. The bridge over the Swan alone would add from £40 to £60 per mile to the total cost. He concurred with the committee when they said that the whole of the line should not be made a direct charge upon the Southern Districts, inasmuch as a few miles would be a charge to the suburban by which the Fremantle and Perth people were directly benefited. In the near future it would doubtless be necessary to extend the line in the direction of the Canning. The Colonial Secretary would perhaps tell them that in Tasmania, where the guarantee system had been adopted, it had proved a lamentable failure and been a source of great trouble and annoyance and litigation to the Government, and that, therefore, it was a system that should not be adopted in this colony. If his resolution were adopted, however, the Government would take over each section when completed, and work it in conjunction with the present railway system. The colony would be saved the expense of raising a loan, and would simply have to pay interest on the line at its completion. He hoped the House would take into favorable consideration the resolutions of which he had given notice, which were as follows:—"That an humble address be presented to His Excellency the Governor, praying that he will be pleased to take the necessary steps to carry the following resolutions into effect:—1. That in the opinion of this House it is desirable that a line of Railway should be constructed from Perth to Pinjarrah, Bunbury, and Busselton. 2. That in the opinion of this House the terms of Mr. J. M. Dobson for the construction of the Railway from Bayswater *via* Pinjarrah to Bunbury and Busselton, in two or more sections, fully equipped, together

with stations and sidings, are such as recommend themselves to this House as being in the interests of the colony desirable to accept. 3. That this House is of opinion that the Government should place themselves at once in communication with Mr. J. M. Dobson, with a view of concluding and signing contracts for the construction of the Southern Railway, in sections, on the basis of the proposals dated 12th May, 1887; subject to such modifications as the Government may deem advisable. 4. That in the opinion of this House the Government should take over each section of the said Railway as completed and ready for traffic, and work the same as part of the present Government system of railways. 5. That it is further the opinion of this House that the construction of the first two sections of this railway should be undertaken without delay."

MR. PARKER said there was no dispute about the desirability of bringing the railway to the Southern Districts, and under these circumstances he thought it would be better if they had all the resolutions before the committee separately.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) thought the resolutions should be put before the committee as a whole.

THE CHAIRMAN said that if the resolutions were put before the committee as a whole they would have to be voted upon in that form.

MR. LOTON said the only question before the committee was whether they should adopt Mr. Dobson's proposals.

After some further conversation on the point,

MR. PARKER moved that the resolutions be taken *seriatim*.

The motion was lost on the voices.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said he rose to move an amendment, as follows: "To strike out all the words after 'that,' and insert the following:—'The approval of the construction of a Railway from Bayswater towards Busselton, even as far as Pinjarrah, and whether such Railway be constructed under a guarantee of interest to a contractor or by the Government from public funds, would involve the sanction by this Council of a large addition to the liabilities of the colony; and that

it is therefore desirable that the report of the select committee now before this House should not be dealt with until the Estimates of Revenue and Expenditure for 1888, the question of a further Public Works Loan, and the whole financial situation of the colony, are brought before this Council during next session." The hon. gentleman thought the committee would consider that this was not the time to come to any definite conclusion on this important matter. Hon. members were aware that other important public works had been put off for future consideration, on the understanding that the whole question of public works and a loan should be brought forward at a time when they should have an opportunity of considering their financial position. What would be the effect if they were to agree to the proposals brought forward and embodied in the resolutions before the committee? They should not pledge the colony to a first charge against its revenues of several thousands of pounds, even for making a line to Bunbury, which they all agreed was desirable. Between ten and twelve thousand pounds per year would have to be paid as interest and towards sinking fund for an indefinite period. In the past, railways in this colony had been constructed on only two systems—that by which the Eastern Railway had been made, and the Land Grant System. The middle course—the guarantee system—he personally was entirely opposed to, believing it a dangerous system and one to which they should give grave consideration before adopting. He was not likely to go from that opinion. The colony itself was not in a position to undertake the construction of a railway into the Southern Districts. The committee should consider the question not of one public work but the question of public works in the colony generally; and inasmuch as they had decided not to go into the question of public works that session, that would be altogether an inopportune time to come to any conclusion with regard to the matter embodied in the resolution. Fremantle Harbor Works, Perth and Busseton Railway, Water Supply, certain matters required at Geraldton, and Goldfield telegraphs and other works were all matters that should be considered to-

gether. All he required was that this matter should not be dealt with until the Estimates for next year and the financial position of the colony were considered. They were all agreed that it was most desirable to have this railway extension from Perth into the Southern Districts—which had a great future before them—but this was not the time to enter upon it, and that was not the way to enter upon it. The guarantee system was one they should refrain from ever adopting. He believed that with the excellent head they now had for the engineering department, and with the experienced contractors they had now in the colony, they could in the future overtake these works at a more economical rate than that proposed, especially seeing that the labor market was better supplied. He saw no reason himself why the Government should depart from the wholesome principle followed in the other colonies, except Tasmania. Allusion had been made to Tasmania. He could assure them that the Government of Tasmania had never ceased to regret having agreed to the construction of a line from Launceston to Hobart on the guarantee system. That system had been a source of endless litigation. No other colony in Australasia had followed the guarantee system, and he thought they should not depart from the two systems already tried—construction by loan and construction by land grant.

MR. VENN said that it appeared from the speech of the Colonial Secretary that they had been called together that session to do nothing whatever. Everything had to be put off until the production of the Estimates at the next session. It would have been far better if the House had been dissolved at an early date, so that they should not have wasted so much time. He hoped the House would not be influenced by the remarks of the Colonial Secretary, but would pass the resolution. It was quite competent for the House to pass it.

MR. LAYMAN said that sooner than vote for a half measure, as implied in Mr. Venn's resolution, he would vote for the amendment of the Colonial Secretary. The mover of the resolution had departed from the agreement of the select committee, and made a proposal for building a railway as far as Bunbury.

A line from Perth to Bunbury would be 110 miles long, and why not carry it on thirty miles further? If they stopped the line at Bunbury it would serve not more than two-thirds of the people it would if carried on the extra thirty miles.

MR. PARKER said he thought it would be as well if the committee were to be reminded as to the history of the propositions made by Mr. Dobson. It would be borne in mind by the majority of hon. members of that House, that at the last session of Council this proposal came before the House. It was considered by the House then, and hon. members were unanimously of opinion that it was desirable that this railway should be built at an early date. They, however, at that time said that no surveys had been made, no estimate of the cost given, and no data really on which they could form an opinion as to whether it would be advisable to build the railway or not. If the surveys were undertaken however—so the Government said—or if a real estimate of the cost could be submitted to the House or Government, they would be prepared to consider the whole question at the next session of the Legislative Council. Having this statement from the Government it was deemed advisable to abandon the question at last session of Council, with the understanding that it should be brought forward during the present session. In the meantime Mr. Dobson, with the approval and sanction of the Commissioner of Railways, undertook the surveys, and the whole line had been surveyed from Bayswater to Busselton. Mr. Dobson now proposed to build the whole line for £3,500 per mile, including stations, rolling stock, &c., so that the line might be taken over by the Government as a complete concern in working order. For this work Mr. Dobson was willing to take their debentures bearing interest at 4 per cent. and these debentures were not to be handed over nor the interest to commence until the line was finished. They were told by the Commissioner of Railways, and there was no reason to dispute the fact, that this £3,500 per mile was a reasonable sum for the construction of the whole line and much less than the full price of any line built in the colony by the Government. If the House accepted the proposals of Mr. Dobson, there was no reason why the contract should not

be entered into with Mr. Dobson, and the line commenced almost immediately. They had been importing immigrants to a large extent for some time past. The trade of the colony was very much depressed, and in consequence a large number of people had been thrown out of employment. They could not allow any person to starve; they must be provided with employment; and the proposals of Mr. Dobson appeared to be a most favorable opportunity for giving employment to men who must otherwise become chargeable upon the revenues of the colony. Bearing this fact in mind, it must be obvious that if they could possibly undertake a work that would be useful in itself and provide work for the unemployed, they would be doing a commendable thing. Unfortunately, however, they found the Government no further advanced in this matter than in the previous session, though they had had before them the surveys for the line and these had received the approval of the Commissioner of Railways. The Colonial Secretary had told them that it would be advisable to postpone this matter until January, when they would have the whole of the financial position of the colony before them. If the Governor had simply sent these papers and his message down to the House merely to waste the time of hon. members in select committee—simply after all their trouble telling them that it was quite useless considering the matter at present—he regretted that they should have adopted such a line of action. Why had not the Governor said, when those papers were presented to the House, that the financial position of the colony was such that at present they deemed it inadvisable to ask the House even to consider them? That would have been a wiser course to pursue than to have deluded hon. members into the idea that if this matter was favorably considered in the House, the Government would be able to take action with regard to it. He hoped the House would state its views on this matter with no uncertain voice. It might be said that a mere resolution could not pledge the revenue, but he would ask what was to prevent the House from bringing in a bill authorising the Government to enter into the contract, and pledging the Government

to pay the interest. Such a bill might be passed through in one day. He was prepared, and he was sure other hon. members also were prepared, to sit there for days longer if it were necessary to pass measures which might conduce to the prosperity of the colony. It would not be necessary to include a sum for the Bayswater-Busselton Railway in any loan bill. If they did wait until they could put it upon a loan bill, they might wait a long time, for it was possible that preference might be given in that bill to other works with regard to which greater pressure was brought to bear upon hon. members. He saw no reason why the matter should be postponed, as all that they had to consider at the present time was the payment of interest on the outlay upon (say) 50 miles of line—£175,000—that was about £7,000 a year. The Colonial Secretary had said that the interest would amount to £11,000 or £12,000, but that was, he thought, over the mark. [THE COLONIAL SECRETARY: Sinking fund as well.] He did not know whether there should be any sinking fund to provide for the redemption of the loan. Sinking funds were provided in this colony and in other colonies, he knew, but he thought that in many instances, and in many colonies, loans were obtained without sinking fund. In many cases a new loan was raised to pay off an old loan, and there was no reason why this colony should not adopt that principle. Seven thousand pounds a year was not a large sum to pay for a railway such as that proposed. This railway would run through a great quantity of land which belonged to Government, which was not alienated from the Crown. It was not like the Eastern Railway, which from Clackline nearly right up to Beverley ran through land belonging to private individuals. A great deal of the Government land on the route of the proposed railway was admirably adapted for the cultivation of fruit trees and of cereals. If they could only induce settlement in this country by small landed proprietors it would prove not only a benefit to the railway but a blessing to the colony, as they would be able to supply a great deal of the produce which was now imported. On the route of the railway there was, they all knew, one spot which was called Paradise

from the grand character of its land, its admirable supply of water, and its wonderful productiveness as regards fruits. It was the desire of all the members of that House, he was sure, to see the colony progressing by the settlement of its land. Railways they knew induced settlement of the soil and induced population, and the best line they could make with this end in view was that one proposed.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said he sympathised exceedingly with the hon. members proposing this railway, and considered that it would be the very best line in the colony. He considered that it was better than the Eastern Railway or any of the other lines of the colony, and it was necessary that it should be made as soon as possible. Looking at the large belt of country locked up by the land grant railways, it appeared to him that the Southern Districts was the only part of the colony where colonists could now go to take up land. He believed that the system proposed was a good one in every way, but unfortunately, let them look at the matter as they would, it was the same thing as a loan, inasmuch as they had to pay interest upon the outlay, whether the money was raised by Mr. Dobson, or whether it was raised directly by the colony. It appeared to him that, looking at that fact, they should regard the matter broadly and straightforwardly in the face. The hon. member for Perth had said that the distance to Bunbury was so much, and they should have to pay only £7,000 a year interest. It was hard to suppose that it would at first pay working expenses, and what loss there was would be added to the interest. The distance was probably nearer 56 miles than 50, and they should have to pay 4 per cent. interest, and sinking fund 5 per cent., which really meant they would have to pay about £10,000 a year. The hon. member for Perth asked why they should have a sinking fund. At the end of fifty years the whole amount of the capital must be paid off, and if the sinking fund was not to be added it simply meant that the colony would be liable for interest for an indefinite period. The amount would not be less than he had stated, and it might be considerably more. The whole

question had changed since the previous session; the circumstances under which they were discussing the scheme had as completely changed. Last year there was no question before the House of Responsible Government in the immediate future, and at the present time they had to consider the question of what was the guarantee they had to offer to those persons about to lend them their money. This was a matter they must look straightforwardly in the face.

MR. SCOTT said there was no doubt that, as the hon. the Director of Works had said, they should look at the matter straightforwardly in the face. He was surprised at the position the Government had taken with reference to this matter. It was somewhat disappointing to hear the hon. the Director say that the position had changed. They had all known perfectly well that this question of Responsible Government was coming on, and the reason why it was not brought forward last session was because it was thought that, after the land regulations had occupied so great a part of the session, it was inadvisable to bring the great constitutional question forward. He could not for the life of him see what the general policy of the Government had to do with the question of Responsible Government. They had the hon. the Director of Works granting that this railway was a most desirable work from every point of view, and that the price per mile asked for was most reasonable. The Director agreed that the price asked was less than any other railway had cost, and yet they were told that they must put this matter off until the question of Responsible Government was settled, or, in other words, until the Estimates, which the Government had seen fit to postpone, were presented at a later session. Had the House known how this matter stood, they would have had the question as to this railway proposal settled before they passed the Supplementary Estimates. He did not consider that certain members of that House were receiving fair play from the Government, owing to the attitude taken with regard to this question. There were perhaps members of that House more behind the scenes than the members of the Government themselves. The Gov-

ernment could not and did not realise the necessity for some movement in the direction of public works. He thought they were doing a very great deal of harm in saying that the House must wait until the Estimates came up. The House could not move until the Estimates came on, and why did not the Government open their hand and show their Estimates. Let them show the Estimates and then all the world would know what they were going to be. The Colonial Secretary disapproved of the guarantee system, but he (the speaker) could not see any objection to it when they had the Director of Works saying that the price asked was a very reasonable amount. The colony had adopted the policy of railway making and must go on with it, and in taking the course they had done the Government would do a great deal of mischief. He hoped the resolution would be carried.

THE ATTORNEY GENERAL (Hon. C. N. Warton) said that during the next session the three questions—constitutional change, the Estimates, and the loan—would have to be considered. These three questions echoed and re-echoed upon each other. It had been clear from the vote on the question in that House that the constituencies were in favor of a change of Constitution, and that change must have an effect upon the Estimates and also upon the question of a loan. When the question had been put before hon. members as to whether they would first consider the financial position of the colony or the question of Responsible Government, they had chosen to go on with the latter. Their choice had been made and they could not now turn round and say, "We voted for a change of Government and did not care twopence about a loan." They did not know yet on what terms Responsible Government would be granted, if granted at all. Out of the adoption of the proposed change, questions might arise involving considerable additions to the charges on the Estimates, and they could not consider the Estimates until they knew what those charges were. The Estimates, on the other hand, would affect the question of a Loan, and thus the three matters of Responsible Government, the Estimates, and the loan would have to be considered together.



CAPTAIN FAWCETT supported the resolution. Hon. members, he thought, would see the desirability of making the railway. They should take the railway into the country, and then wait for the population. The proposed railway was a most desirable work, for, from the country which it would tap, they would derive all sorts of produce which were now being imported. It might be said that they had water carriage from here to Bunbury, but water carriage would never settle a country away from the coast. Their object should be to get small farmers to settle alongside of the railway, by offering them facilities for getting their produce to market. Some years ago there was a proposal to make a road from Perth to Bunbury, and it was then said that they should wait until money could be borrowed to make a railway. They were not asking for £500,000 for harbor works, but for money to open up good country and create settlement. In the country through which the line would run were magnificent forests, and a large proportion of the land was fit for cultivation.

MR. PARKER asked if he had rightly understood the Director of Works to say that, in consequence of having passed a resolution in favor of Responsible Government, they could not raise a loan.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) replied: I mean to say that the whole facts of the case are altered now—that having voted for Responsible Government, the resolution of the House has been forwarded to the Secretary of State, and until he states whether constitutional change is to be granted with separation or without it, it is impossible for us to know what guarantee we have to offer in the event of a loan.

MR. PARKER: What connection has that with this subject?

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): Considerable.

MR. PARKER said he would like to know why, if Mr. Dobson was satisfied with the guarantee of the colony, should the Government raise the objection that the colony could not give a guarantee? That objection might be very well if the proposal were that the Government should go into the public market in London and

try to raise money on loan, but in this case a gentleman was satisfied with the guarantee of the colony and the Government said, "We don't know that we can give you a guarantee." He regretted to see from the line of argument taken, particularly by the learned and hon. Attorney General, that the members of the Government were extremely annoyed at the passing of a resolution in favor of Responsible Government and were saying, "Now we shall serve you out. You shall not have a loan, and you shall not see the Estimates until the latter end of the year." ["No, no," from the Government seats.] That, at any rate, was the impression he got from the speech of the hon. the Attorney General. He believed that the Home authorities were reasonable men who would not be prepared to quench the aspirations of the colonists of Western Australia, and who would not seek to place any unreasonable charges upon the colony on its adopting a constitutional change. The colony, no doubt, would have to take the civil list and pay a few pensions, but was it going to be proposed that the colony should pay a subsidy to the Imperial Government for army and navy protection? What was the use of talking absurdities about charges? They knew what charges they would have to meet and were prepared to take them and the responsibilities. They felt sure that the Government of Great Britain would treat the colony with every consideration.

MR. LOTON said that the question of Responsible Government would not affect his mind with regard to the resolution. There was no doubt that the question before the House was a very important one. There would be no difference of opinion as to the desirability of pushing on with the construction of railways where there was the slightest possibility of them becoming self-supporting within a moderate time. Mr. Dobson's proposals were very fair and tempting. The select committee, he thought, had to a certain extent been tempted by the fact that here was offered an opportunity of prosecuting a large undertaking without any liability as to the principal cost of that undertaking. They seemed to have looked too much at the principal and too little at the principle. He could look at the matter in only one way. The proposals to all intents and purposes im-

plied a loan, but several hon. members seemed to ignore that fact. The liability was just the same whether they raised the money by loan or got it on the guarantee system. He would like to ask the question whether the colony was prepared at the present time to take upon itself—supposing the line was to be constructed only to Bunbury—a liability of at least £10,000 per annum upon the Estimates for next year. In taking upon itself this liability, the colony must look upon it as a further liability for the completion of the whole line to Busselton at a cost of about half a million of money. It seemed to him that there were other large and equally important works in various parts of the colony. Then in this scheme they must consider that there were certain contingencies for which the colony would be liable—for instance, compensation upon which interest would have to be paid. Then there was a sinking fund to be paid to, and also a premium of five per cent.—or nearly £30,000 which the country would have to pay. It was possible that hon. members did not notice these little items. Then, at some future day, when the colony came to purchase the railway, premium on the first cost would have to be paid. They should look the whole matter fairly in the face. With regard to the price asked, they must remember that the cost of railway construction had come down during the last half dozen years. The route of the proposed line, also, was easier than that taken by the present Government railways. He rather thought the price asked by Mr. Dobson would leave a very good margin. Mr. Dobson was not likely to be so magnanimous, so liberal as to offer to make this line, if he were not going to get something more than four per cent. out of it. If he only wanted four per cent. for the money he wished to invest, Mr. Dobson needed not to come to this colony, because he could very easily invest at that rate, on first class security. He thought the colony would be to blame, and the hon. members of that House would be to blame, if they did not try by every legitimate means in their power to have their public works constructed in the best possible way and at the lowest possible price. He was not in favor of the House accepting the pro-

posals placed before them, but when he said that he did not wish to be understood to say that he was opposed to a railway to be constructed in the direction of the Southern Districts at as early a date as possible. They should first of all be satisfied they would not have to pay a large proportion of the working expenses in addition to interest. They might very well, he thought, postpone the full consideration of the question of the construction of railways to the Southern Districts for two or three months until the Council met again. He was not prepared to support the undertaking of a loan—that was the way he must put it—or even the payment of £8,000 or £10,000 as interest on the section to Bunbury and sinking fund, and in addition to that another £5,000 a year.

MR. A. FORREST said that the Southern Districts had always been a neglected part of the colony. It had never received fair play at the hands of the House. Until a few months ago pounds had been spent there where thousands had been spent upon the Eastern Districts. The Eastern Districts had had every assistance, and what had that country done? In the Southern Districts the country was far better than that in the Eastern Districts, and in a few years it was certain to become the most important part of the colony. At the present time there were 2,000 people in the Wellington District, 1,100 at the Vasse, 800 at the Murray, while the people in other parts made up a total of 5,000. He thought that the hon. member was a little astray in some of his remarks. Mr. Loton had said that Mr. Dobson would require 105 per cent. for the bond, but Mr. Dobson was prepared to take the amount at par at the rate of £3,500 per mile, which included compensation, rolling stock, &c. A great deal had been said as to the interest, but Mr. Dobson had agreed to complete each section before the colony was asked to pay one sixpence. The colony would not be called upon to pay one sixpence for eighteen months or two years. Hon. members must be aware of the great depression in trade in Perth and district at the present time; and they knew that several hundred immigrants were being brought into the colony to add to the prevailing distress.

Unless something was done which would give work to a large number of hands, the Government would find that they would have to dip into the revenue to keep unemployed working men from starving. The colony could not wait until a loan bill could be floated, and if they put off public works the colony would get into even a worse state. [Mr. LORON: How will we pay interest then?] Taking into account the state of trade, he asked the House to pause before throwing out the motion of Mr. Venn. If they did reject the motion, let them go back to the country and see if they would ever come back again to that House. He should in that event go round the country and do everything he could to prevent those hon. members who voted against the resolution from ever entering the House again. He should use all his energy and ability to bring this question before the electors, because this was a matter which meant almost everything to the colony.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said that he regretted exceedingly to hear the remarks of the hon. member for Kimberley (Mr. Forrest). Nothing would be more likely to injure the credit of the colony than the hon. member's declaration that it was practically on the verge of ruin, and that it had nothing with which to support itself for the rest of the year, and that it must create a fictitious prosperity by means of borrowed money. If the colony had nothing to depend upon but its borrowing powers, then its borrowing powers would soon bring it to destruction. He believed that the colony had a future, but it needed a careful and firm guiding hand, and if hon. members wanted to take him into a path which he knew led to destruction, he would make a firm stand. It was necessary to make that stand and it had been made. Hon. members had spoken despondingly with regard to the state of trade, but the Government had proposed to relieve the Land Company of its liability with regard to the bringing in of immigrants so as to prevent the flooding of the labor market. Reference had been made with regard to the financial state of the colony, but he hoped to be able when he presented the Estimates during next session to announce that the expenditure had been reduced so as to leave a margin.

He could not help repeating that he considered it would be inexpedient at the present time to come to any resolution with regard to Mr. Dobson's proposals.

MR. RICHARDSON said that he stood self-accused of interested motives in this question. He could not conceal the fact—and he did not care to do so—that he was personally interested in the question, but he hoped to be able to prevent this from corrupting his judgment. He was exceedingly sorry to see the resolution brought forward in its present form, and he was not prepared to support it as it stood. Though a member of the select committee, he did not thoroughly endorse everything that appeared in it, and he had been unable to add a rider to it. It had been said that the line would not pay, but he would submit that the country through which it would pass was blessed with a very salubrious climate, a climate of which the Eastern and Southern Districts could not boast. It had a rainfall of 30 inches, which in agricultural districts meant a good deal. Another point was, that it was possible to bring this land under irrigation, and under that system 10 or 20 acres of productive land was worth 10,000 acres of ordinary bush land. Any one wishing to obtain some idea of what irrigation would do should go to Woodbridge, the place of the hon. member for York (Mr. Harper). Along the route of the proposed line also was a great quantity of excellent timber, which would come into the market if a railway were made. The line if taken across the river for only 7 or 8 miles would form a most valuable suburban railway, and would not only encourage people to live in the country, but would also enable people to cultivate small patches of land at the Canning at a profit. The Southern Districts, it must be remembered, was the only part of the colony blessed with a climate suitable for the cultivation of root crops and potatoes. The lack of railway communication only had prevented the settlers there from supplying the produce now imported. They had heard a great deal about State aid to farmers from the people in the Eastern Districts, but give the inhabitants in the Southern Districts a railway and they would ask for no other State aid. The resolution, however, committed the House to too much. While willing to vote in

favor of the proposition that it was desirable to make a railway into the Southern Districts, and even to support the building of one section of the line at once, he could not see his way to going further. By adopting the resolution, too, they would be committing themselves to the guarantee system, of which many people disapproved. He looked upon the question as a national one, and from that point of view could not see his way to voting for the resolution. They might begin by taking over the line of the Jarrahdale Timber Company, which ran for fourteen or fifteen miles from Bunbury, and add a section to it connecting it with the Albany Road. Along this road there was a great deal of traffic. The Timber Company would, he was sure, be open to any reasonable proposal of that kind, and the result would be the opening up of a fertile district.

Mr. MARMION said that, whether on the guarantee system or any other, he would go in for the whole line or nothing. This was a very important question, and it was a very great pity that it had been postponed until so late a stage in the session. Notwithstanding what had fallen from the Colonial Secretary—and he had a full belief in the political foresight of Sir Malcolm Fraser—he would say that if it was not intended that this question should be considered with the object of something being done, an intimation to that effect should have accompanied the Governor's message. That had not been done, and the select committee had considered and reported on the matter, but when the House was about to consider that report they were told it was useless to do so, because nothing could be done with the scheme at present. Hon. members seemed to be unanimous with regard to the point that it was desirable to make a line into the Southern Districts. To make such a line on the land grant system would be inadvisable, but they now had another scheme before them in the guarantee system. As a general rule the colony should borrow money and do its own works, but under the circumstances it would be expedient to adopt Mr. Dobson's proposals. The Hon. the Director of Works had given his opinion in favor of the proposals of Mr. Dobson, but, though he was the adviser of the Government upon engineering matters,

his opinion was not backed up with the full weight of the Government. He (the speaker) saw no cause for delay in the matter, especially if the line could not be constructed at a less cost than Mr. Dobson's price, for which they would get a fully equipped railway. He saw no reason for postponing this question, especially as it would soon be necessary to begin some public work to give employment to the many people who, owing to the flooded state of the labor market, would be upon the brink of starvation. The colony had adopted a policy of public works, and must go on with it if they wished to keep in the colony many of the people they had brought here. He would vote for the resolution.

Mr. LAYMAN said that at an earlier stage of the debate he had spoken under a misunderstanding, and knowing now that it was proposed that Mr. Dobson's whole scheme should be adopted, he would support the resolution. It would be better for the whole line to be undertaken than to make it in sections.

Mr. CONGDON supported the amendment. The proposed railway was more likely than any other in the colony to pay interest. He objected, however, to the guarantee system, and he objected to the placing of a large scheme like this into the hands of one contractor. It seemed to him like a huge job. He thought it would be more in the interests of the colony if tenders had been called for the work. He would like to see the railway made, but not on the terms proposed.

Mr. A. FORREST said that if this was a "huge job," the Director of Works must be in it. He would like to know where the "huge job" came in.

Mr. CONGDON said that it occurred to him that it was just possible that even the Director of Works might be mistaken. If tenders were called for this work, it might be found that the work could be carried out for a less sum than Mr. Dobson asked for.

Mr. VENN said that the hon. member, Mr. Forrest, had very rightly taken exception to this scheme being stigmatised as a huge job. The hon. member, Mr. Congdon, had reflected not only upon the House as a body, but had cast a strong reflection upon the Hon. the Director of Works, and he hoped the hon. member

would withdraw the remark. It was an offensive remark, as it insinuated that that House would be party to anything savoring of a job.

Mr. SCOTT said it must be remembered that large capitalists had greater facilities for going into the money market and for getting various advantages that a Government could not, both with regard to financing and to carry out a contract. They must admit that the contractor would make profit out of the proposed line, but if the Government built the line their contractor would expect to make profit. They were told that Mr. Dobson's price was a reasonable one, and if that were so they would be doing no harm by accepting that gentleman's scheme, but really a great deal of good in using up the surplus labor.

Mr. SHOLL said he thought the Government had behaved very badly in this matter. He intended to vote with the Government, but it appeared to him that they had encouraged this scheme, put it before the House, and then tried to snuff it out. It would have been better if the Government had shown more firmness—if they had at the outset explained their views upon the matter. If statistics had been put before the House showing the quality of the country through which the railway would run, the amount of produce likely to be brought along the line, the amount of alienated and unalienated land along the route, and, if these statistics showed that the line would be a reproductive work, he would certainly have supported its construction. The select committee even had not had such information. Until the House met that evening, hon. members did not know what was to be the policy of the Government upon this question. Some information to help them to form an opinion upon such an important question should have been provided by the Government. He intended to vote with the Government; but, if he had a doubt, he should have voted against them.

Mr. RANDELL said he thought the Government had been unfairly assailed that night. He understood that the Governor's views on the subject of public works were expressed in the 17th clause of the Speech, where His Excellency said that in the circumstances of

the colony it would be undesirable for them to seriously consider or discuss matters meaning large expenditure. That was the Governor's view, but he had in loyalty to that House submitted the proposals to it by message. He had been inclined to the construction of a railway into the Southern Districts, but he was unable to take the rosy view of things which hon. members had tried to present to them that night. He was not very sure that the proposed line would be of so much service to the colony as was represented. There were a good many considerations and every reason why they should postpone this question to the next session of Council, notwithstanding all the dreary pictures drawn about the distress that would be created by the lack of employment. The picture, he thought, had been very much overdrawn, and he failed to see why for that reason they should allow themselves to be drawn into what had been described as relief works. Those who urged the starting of public works to maintain population would tell him perhaps how long such a policy should be followed.

Mr. MARMION: Fifty years.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser): Till we get into the Bankruptcy Court.

Mr. RANDELL, continuing, asked were the men who would be employed upon public works the men likely to settle down to the cultivation of the soil? There was no reason why they should undertake works simply for the employment of men who would simply work as railway navvies. The committee had not told them how much private land the line would pass through. No compensation should be given to any man for any portion of land through which the railway went, except it took away his house or his garden. All these lands should be given by the people and should be given free. The question was whether the colony could not afford to wait a little while, and see whether they could not borrow money themselves to construct the line. He was pretty confident that the proposed line would not be a success, that it would not pay working expenses for a considerable time, much less pay anything of the interest. He was not sure that there was such a large market in Perth and Fremantle for

the produce of the Southern Districts. The people of the South would have to compete with others as favorably situated as themselves. The market for timber, too, was of a very small character indeed, and he did not think it would pay to carry it very far on the railway. Remembering their past experience of railway construction, they should be thought be very careful not to burden themselves above what they were able to bear. There was no scope in this colony for heroic legislation or for heroic methods of doing business; in both their public and private concerns they must move steadily if they wished to avoid failure.

MR. MARMION said that if the colony had no future, instead of bringing people into it they should engage ships to take them away. If they wished to inspire confidence in other people, let them have confidence in themselves.

Question put—That the words proposed to be struck out stand part of the resolution.

Committee divided; the numbers being—

Ayes ... .. 9

Noes ... .. 14

Majority against ... 5

AYES.  
Mr. H. Brockman  
Captain Fawcett  
Mr. Forrest  
Mr. Harper  
Mr. Layman  
Mr. Marmion  
Mr. Parker  
Mr. Scott  
Mr. Venn (Teller.)

NOES.  
Mr. E. R. Brockman  
Mr. Congdon  
Mr. James  
Mr. Loton  
Mr. McRae  
Mr. Pearce  
Mr. Randall  
Mr. Richardson  
Mr. Shenton  
Mr. Sholl  
Hon. J. G. Lee Steere  
Hon. C. N. Warton  
Hon. J. A. Wright  
Hon. Sir M. Fraser  
(Teller.)

Amendment—put and passed.

Resolution to be reported.

The SPEAKER took the Chair.

THE CHAIRMAN OF COMMITTEES reported that the committee had considered His Excellency's Message No. 12, and had agreed to a resolution.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) moved that the report be adopted.

MR. PARKER moved, as an amendment, to strike out all the words after "That," and insert the following:—"An humble address be presented to His Excellency the Governor, informing him the Council having considered His Excel-

lency's Message No. 12, on the subject of the proposals made by Mr. Dobson for the construction of a Railway from Bayswater to Busselton, together with the papers sent therewith, and also the Report of a Select Committee of the Council on the subject, is of opinion that it would be advisable for the Government to enter into a contract with Mr. Dobson for the immediate construction of the line from Bayswater to Pinjarrah as recommended by the Select Committee, on the understanding that the line when completed shall be handed over to the Government, fully equipped, at the price of £3,500 per mile, free of any bonus or commission. And that the Council is prepared to give the Government the statutory authority necessary to enable the Government to carry out the views of the House, and to pledge the revenue of the colony for the payment of the interest on the purchase money of the Railway. The Council would further recommend the Government to arrange with Mr. Dobson for payment by debentures, redeemable in 50 years, and bearing interest at 4 per cent. per annum, payable half-yearly, such debentures to issue on the final completion and handing over of each section of the line to the Government."

A division being again taken, the numbers were—

Ayes ... .. 12

Noes ... .. 11

Majority for ... 1

AYES.  
Mr. E. R. Brockman  
Mr. Congdon  
Mr. James  
Mr. Loton  
Mr. McRae  
Mr. Randall  
Mr. Richardson  
Mr. Shenton  
Mr. Sholl  
Hon. C. N. Warton  
Hon. J. A. Wright  
Hon. Sir M. Fraser  
(Teller.)

NOES.  
Mr. H. Brockman  
Sir T. C. Campbell, Bart.  
Captain Fawcett  
Mr. Forrest  
Mr. Harper  
Mr. Layman  
Mr. Marmion  
Mr. Pearce  
Mr. Scott  
Mr. Venn  
Mr. Parker (Teller.)

Ordered—That the Resolution be presented to His Excellency the Governor by humble address.

CROWN LESSEES ARBITRATION BILL.

Read a third time and passed.

RE-APPROPRIATION BILL, 1887.

The House went into committee for the consideration of this bill, providing for a

re-appropriation, out of Harbor Works Loan, of a sum of £1,000 for improving the River Bar.

Clause 1:

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) moved that the sum of "£5,000" be substituted for "£1,000." He might not need this money, but it was well to be provided, and to prevent any necessity for going to the Finance Committee.

MR. MARMION thought the hon. member should have thought about this extra money when the matter was under debate. He objected to the increase. It was unfair. He had borne the brunt of a great deal of displeasure at the hands of his constituents in consequence of the re-appropriation of the money voted for harbor works. He protested against any further money being re-appropriated. The Government might take it by brute force. He would ask the Director to consider whether he was acting considerately, conscientiously, and in the best interests of the colony in asking for this money.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): It may not be required.

MR. MARMION: I object to the constant digging at this harbor works money. I protest against the expenditure of this money, and warn the hon. gentleman and those hon. gentlemen who will vote for him, that they will not hear the last of it to-night. Upon what basis are they going to expend this money? The Director of Works, the other evening, said he would bow to the superior knowledge of a certain engineer—a knowledge of marine engineering, to which the hon. the Director does not lay claim. I ask whether the House is prepared to make a further call on the harbor works money in order to do something that the House is not able to say will be a success or a failure. I warn hon. members that if they adopt this course it is unjust, it is not honest. [Cries of "Order" and "Withdraw."] Well, it is injudicious. ["That is better."] I use the word injudicious without altering my opinion.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): After the energetic protest of the hon. member, I have no objection to the sum being

repaid by loan, but at the same time I may say also that however little I may know of marine engineering, I am simply carrying out a portion of the scheme of the hon. member's engineer-in-chief, Sir John Coode. The work proposed is for the convenience of the vessels now used in the river. If I am restricted to spending only £1,000, I may leave the bar worse than it is now for the sake of a few hundred pounds.

MR. MARMION: The hon. member asks for thousands.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): The hon. member is like a hen sitting on eggs. He does not know what they are going to bring forth, but immediately any one attempts to touch them, he flies up at them.

MR. MARMION: The nest has been touched until the whole of the eggs are addled.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): The hon. gentleman has sat upon them and has crushed them and he is now trying to revive them.

MR. MARMION: All I can say is I am perfectly well aware that the hon. gentleman has made up his mind to a certain course, and nothing I can say or do will prevent him from following that course again. There is a future before us, however—[The DIRECTOR OF PUBLIC WORKS: I hope so!—and I shall remind the hon. the Director of the course of action he has taken. The course is not a judicious or a fair course. Why should this particular money be diverted for this purpose? Why not find money from some other source? Why again have recourse to this unfortunate harbor works money until the whole of it is absorbed?]

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said he should do no good at the bar of the river, if he did not get the money he asked for.

MR. MARMION: It was the wish of the hon. the Director of Public Works that this scheme of Sir John Coode should not be undertaken.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright): Why did you not say so the other evening?

MR. MARMION: Perhaps I did not consider it expedient to do so.

MR. PARKER suggested that the work on which the money asked for was to be expended might have some bearing on the question of whether the river could be opened up.

MR. MARMION: Under existing conditions, I am prepared for anything. I have the greatest contempt for the kind of conduct pursued lately.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) having agreed to reduce the sum asked for from £5,000 to £3,000, the committee divided upon the motion, with the following result—

Ayes ...	...	...	11
Noes ...	...	...	10

Majority for ... 1

AYES.	NOES.
Mr. E. R. Brockman	Mr. H. Brockman
Captain Fawcett	Mr. Congdon
Hon. Sir M. Fraser	Mr. Harper
Mr. James	Mr. Keane
Mr. Loton	Mr. Layman
Mr. Parker	Mr. McRae
Mr. Randell	Mr. Pearse
Mr. Shenton	Mr. Richardson
Mr. Sholl	Mr. Venn
Hon. C. N. Warton	Mr. Marmion (Teller.)
Hon. J. A. Wright	
(Teller.)	

MR. MARMION moved that the following words be added to the clause:—  
 “Provided that the said sum of three thousand pounds shall be provided for  
 “and repaid to the Colonial Treasury,  
 “for the purposes of Harbor Works at  
 “Fremantle, out of the first moneys to  
 “be hereafter raised by loan.”

Clause 1, as amended, agreed to.

Clause 2 agreed to.

Preamble agreed to.

Title agreed to.

Bill reported.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) moved that the bill be now read a third time.

Motion agreed to.

Bill read a third time, and passed.

#### EXCESS BILL, 1886.

This bill passed through committee, and was read a third time, *sub silentio*.

The House adjourned at twenty-five minutes past twelve o'clock, a.m., on Saturday, 20th August.

## LEGISLATIVE COUNCIL,

Saturday, 20th August, 1887.

Clauses 45 and 46 of the Land Regulations—Message (No. 36): Replying to Addresses—Message (No. 37): Assenting to Bills and Reserving Bills—Message (No. 38): Forwarding a Proclamation proroguing the Council.

THE SPEAKER took the Chair at noon.

PRAYERS.

### CLAUSES 45 AND 46 OF THE LAND REGULATIONS, 1887.

MR. RANDELL, in accordance with notice, asked the Colonial Secretary if it was intended at the next session of the Council to take such steps as would bring into operation the 45th and 46th sections of the Land Regulations, 1887—(relating to setting apart agricultural areas).

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said he would bring the matter before the Government.

### MESSAGE (No. 36): REPLYING TO ADDRESSES.

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

“The Governor has the honor to inform the Honorable the Legislative Council that action will be taken in accordance with the recommendations contained in the following Addresses of the present Session from Your Honorable House:—

“No. 34, dated 15th August:—Proposals for a Land Grant Railway between Hampton Plains and Esperance Bay.

“No. 35, dated 16th August:—Appointment of a Commission to inquire into the system of Education in the Government Schools.

“No. 36, dated 15th August:—Appointment of a Commission to inquire into the condition of the Agricultural interests of the colony.

“No. 38, dated 15th August:—Appointment of a Commission to consider the Customs Tariff.

“No. 40, dated the 16th August:—Establishment of the Victoria Public Library.

“No. 41, dated 17th August:—Harbor Works at Fremantle.

“No. 42, dated 18th August:—Water Supply for Perth and Fremantle.

“No. 43, dated 19th August:—Harbor Trusts.

“2. With regard to Address No. 33, dated the 12th instant, suggesting additional harbor and jetty accommodation, and the provision of a water supply at Cossack, the Governor will comply with the request of the Council, should funds be available.