

LEGISLATIVE COUNCIL,

Wednesday, 30th June, 1886.

Notices of Motion (Standing Orders)—Message (No. 2):
 Importation of Stock from beyond the limits of the
 Australian Colonies—Harbor Works at Fremantle:
 Report of Sir John Coode—Survey of Railway from
 Fremantle to Rockingham—Fremantle Jetties:
 Stoppage of Work on Holidays—Excess Bill, 1881:
 first reading—Hawkers' Act, 1882 Amendment Bill
 —House for Resident Magistrate, Bunbury—Sharks
 Bay Pearl Shell Fishery Bill: second reading—
 Licensed Surveyors Bill: second reading—Excess
 Bill, 1885: third reading—Adjournment.

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

PRAYERS.

NOTICES OF MOTION: (STANDING
ORDERS.)

MR. PARKER handed a notice to the
 Clerk at the table, without reading it to
 the House.

MR. MARMION rose and asked
 whether it was competent for any mem-
 ber to require that a notice so handed in
 should be read to the House. He fore-
 saw an element of danger in the practice
 of an hon. member being allowed to hand
 in his notices of motion without reading
 them for the information of the House.
 The motion might have reference to some
 question involving a wide divergence of
 opinion, and the intention might be to
 bring it on the next day; but unless it
 was read, when handed in, hon. members
 would be taken by surprise and unpre-
 pared, as they would know nothing about
 it until it came on for discussion. In
 this way a mine might be sprung upon
 the House. He was aware that according
 to their amended Standing Orders it was
 competent for any hon. member to hand
 in a notice of motion without reading it
 to the House, but what he wished to
 know was whether it was within the
 province of any other member to request
 that the notice be read by the Clerk, to
 the House, after it was handed in.

MR. PARKER said he had no objec-
 tion whatever to the hon. member, or to
 every hon. member, hearing his notice,—
 which, as it happened, was not a notice
 of motion at all, but a notice of some
 questions which he proposed asking the
 Colonial Secretary, relating to the num-
 ber of electoral districts in the colony,

and the number of registered electors in
 each district. There was nothing revo-
 lutionary about the notice. The hon.
 member for Fremantle need have no ap-
 prehension that he was going to have
 any mine sprung upon him. There was
 no dynamite about the notice that he had
 just handed in.

MR. MARMION said that although
 there might be no dynamite about the
 hon. member's notice, he could conceive
 it was quite possible that the hon. mem-
 ber might on some occasion resort to
 dynamite or some other dangerous ex-
 plosive in order to pull down the present
 constitution; and it would be well that
 hon. members should be on their guard.
 They knew the hon. member would like
 to destroy that House some way or other
 —if not by dynamite, by some other
 means; and he thought it was very de-
 sirable that hon. members, if they wished,
 should be empowered to request that any
 notice of motion handed in should be
 read by the Clerk at the table, or by the
 hon. member who put it forward,—unless
 the hon. member doing so was afraid
 that other members should know what
 it was about. He should like the
 Speaker's ruling on the point.

THE SPEAKER: I myself think it
 is not a proper thing for a notice to be
 given without being read, although our
 Standing Orders permit it. I do not
 think the practice is followed in other
 Legislative Assemblies. With reference
 to the question of whether this particular
 notice may be read, I see no objection
 whatever, if it is the wish of the House
 that it should be read.

SIR T. COCKBURN-CAMPBELL
 pointed out that the object in altering
 the Standing Orders so as to allow a
 member to hand in a notice to the Clerk
 without reading it, was not in order that
 he might be able to do so during notice
 time, but in order that a notice might be
 given in not only at the usual notice
 time, but at any time during the course
 of a sitting, without disturbing the pro-
 ceedings of the House.

THE SPEAKER said he was quite
 aware that such was the object, but, ac-
 cording to the wording of the Standing
 Order, there was no necessity for a ques-
 tion or a notice to be read out aloud.

The notice handed in by Mr. Parker
 was then read out by the Clerk.

MESSAGE (No. 2): IMPORTATION OF STOCK FROM BEYOND THE AUSTRALIAN COLONIES.

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

"Referring to paragraph 21 of the Speech with which he opened the Session, the Governor has the honour to lay before the Honourable the Legislative Council, for their consideration, copy of the correspondence noted in the margin,* from which it will be seen that strong further representations have been made to this Government by the Governments of New South Wales and Victoria, and from South Australia, that Stock should no longer be allowed to be imported into Western Australia from places beyond the Australian Colonies.

"2. If your Honourable House should now be of opinion that the policy of the rest of the Continent as regards the importation of Stock should be adopted, it will be necessary to make the following regulation:—

"'No horned cattle, sheep, or swine
"shall be imported into the Colony
"of Western Australia from Great
"Britain or Ireland, or from any
"other place or places beyond the
"limits of the Australian Colonies."

"Government House, Perth, 30th June, 1886."

*From Government of New South Wales, dated 26th February and 2nd June, 1886. To ditto, dated 1st April, 1886. From Government of Victoria, dated 2nd April, 7th May, 14th May, and 15th May, 1886. To ditto, dated 30th April and 7th May, 1886. From President of the Royal Agricultural and Horticultural Society of South Australia (with enclosures), dated 30th April, 1886.

The Message was ordered to be taken into consideration on Monday, July 5.

HARBOR WORKS: REPORT OF SIR JOHN COODE.

CAPTAIN FAWCETT asked the Acting Colonial Secretary when Sir John Coode's report was likely to be laid on the table? He was aware that the Engineer-in-Chief told them the other day that the report would be forthcoming; but—so was Christmas. But he wished to know when the report was likely to be received, so that he might forward a motion with regard to the Mandurah breakwater. He was anxious to see Sir John Coode's

report on the Murray bar, as he had no doubt that the report would have some influence upon hon. members as to the desirability and the necessity of an expenditure upon a breakwater at Mandurah.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) said he could only repeat what his hon. friend the Engineer-in-Chief had already said, The surveys and other information required by Sir John Coode, on which to frame his Report, had been forwarded to him, and his reply so soon as obtained would be placed on the table of the House. A telegram had been forwarded that day to Sir John Coode, asking him to state when they might expect his report; and, when that information was obtained, it would be communicated to the House.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said if the hon. member for the Murray and Williams would look at the sessional papers of last year, published with the "Votes and Proceedings," the hon. member would see the whole of Sir John Coode's Report as to the Mandurah breakwater, and he doubted very much whether the hon. member was likely to hear any more about it.

SURVEY OF RAILWAY FROM ROCKINGHAM TO FREMANTLE.

CAPTAIN FAWCETT, in accordance with notice, moved, "That an humble address be presented to His Excellency the Governor, praying that he would be pleased to place a sufficient sum of money on the Estimates for 1887, for the survey of a railway from Fremantle to Rockingham, to join the Jarrahdale line." The hon. and gallant member said he was anxious to place a few facts and statistics before the House with regard to this very important work. He should ask hon. members to start with him, in their mind's eye, from Fremantle to Rockingham. The line they started on was a perfectly level one, consisting of sand and limestone all the way. There were no bridges, nor culverts, nor escarpments, nor engineering difficulties to be encountered. It was the missing link between two great railway lines, one of which he hoped would in a very short time extend to Albany. He looked for-

ward to the time when he could take his through ticket at Fremantle for Albany. He would ask hon. members, however, to go with him in the first instance as far as Woodman's Point. At Woodman's Point they had a splendid race-course; all trainers of horses would prefer having them running there than on the Perth race-course. Perth race-course was too hard for our horses. They should then have a nice little outing, a pleasant excursion, and he had no doubt that the race-course at Woodman's Point would be a very popular course for the whole colony. Fremantle, he was sure, would join with him to the furthest extent in getting a railway to Woodman's Point; and, to Woodman's Point, he now hoped that every one present, as they had in anticipation voted for a railway, would accompany him. He was going to ask the Government also to vote for his motion. The Government had a quarantine station at Woodman's Point, and they must have a railway to it. He therefore took it for granted that the Government had already as good as voted for this line, as far as Woodman's Point. He also thought that all sporting men would vote with him. He was now going a little farther. He would ask them to go with him to Rockingham. At Rockingham they had a very large number of settlers, growing any amount of fruit and hay, which would furnish freight for the railway to Fremantle; and he held it would be far better to encourage the local cultivation of fruit, hay, and chaff than to import these things from the other colonies. He was a Protectionist in that way. At Rockingham, then, there was a great quantity of produce grown that would be carried on this line, furnishing a large amount of traffic. The line, as he had already said, would be a perfectly level one, and would certainly be a most economical line to construct. But he would ask them to go with him a little farther, and extend the railway not only to Rockingham and the struggling settlers there, who were ready and willing to grow any amount of produce for the good people of Fremantle; he wanted this line to join with the Jarrahdale line at the Rockingham harbor. There was a large and commodious harbor at Rockingham, which the Fremantle people would only be too glad

to avail themselves of, for the purpose of making pleasant excursions there, to enjoy the beauties of the scene and to admire the townsite. But in asking that this missing link should be provided he was going to try to persuade hon. members, with statistics, how advantageous and economical this railway would be to the whole colony, and especially to the Murray and Williams. To the Williams it would be the most advantageous line that could possibly be constructed. It would bring down not only passengers and timber, but also—and in this he was sure the Fremantle people would go with him—ironstone gravel to gravel their streets, instead of that glaring limestone which was so objectionable to strangers on their arrival at Fremantle. This was a line which would not take long to do, as there were no engineering difficulties to surmount. They would not only have a large passenger traffic from Jarrahdale, but also from the Serpentine and the country in that direction, and, in addition, they would have a large amount of produce, which at present could not be conveyed to either of the capitals. The settlers in these outlying districts would then become a far more thriving population, if they were enabled to sell their produce in Fremantle. At the Williams, again, they would get any amount of sandalwood, which could be delivered at the 36-mile, and conveyed from there direct to Fremantle, or round by York. He hoped that the Jarrahdale Company's railway would soon be united with Mr. Hordern's line coming from Albany. He almost felt inclined to state that it was quite within the bounds of probability that this great line of Mr. Hordern's would go past Jarrahdale in preference to the York line, which would be found too tedious and roundabout. He would ask to be allowed to read some telegrams and a petition which he had received on the subject of this motion. He had received a valuable telegram from Mr. Neil McNeil, the manager of the Jarrahdale Co.'s works, stating that he would construct this railway for £30,000, and wishing him every success with his proposal. He was happy to say he was backed up by all the residents of Jarrahdale and of the Southern districts, and he felt confident that every hon. member present would like to see the line con-

structed, and would yet see it constructed. They might vote against his proposal, but they would see this line constructed yet. The Resident Magistrate of the Murray district had sent him a telegram saying that in the opinion of all the leading settlers the line would be a great success, and that he should endeavor to get it done, by every means in his power. He had also a very numerous signed petition to His Excellency the Governor, which he hoped every hon. member would accompany him to present it to His Excellency next day. He would not read all the names to the petition, but they were all *bonâ fide* names, which would carry some weight. The prayer of the petition, which was from the inhabitants of Jarrahdale and the surrounding district, prayed that a sum of money should be placed on the Estimates for 1886 for the survey of this line; and the petitioners would ever pray—and so on. He felt confident he should get the unanimous vote of the House in favor of this railway. He could only say in conclusion that should His Excellency be pleased to listen to this his humble address and his humble petition, it would be found that it would be one of the most popular measures, and one that would make His Excellency more popular than any other measure that would be introduced this session.

MR. RANDELL having called attention to the 49th Standing Order, which provides that the Council shall not proceed upon any motion for an address to the Governor, praying that any money may be issued or that any expense may be incurred, but in a committee of the whole Council:

THE SPEAKER ruled that it would be necessary to move that he should leave the chair.

MR. PARKER moved that the Speaker leave the chair, and that the motion be considered in committee of the whole House.

Upon the question being put,

CAPTAIN FAWCETT called for a division, which resulted as follows:—

Ayes	20
Noes	3
Majority for	17

AYES.

Hon. M. S. Smith
Hon. S. Burt
Hon. J. Forrest
Hon. J. A. Wright
Mr. Brockman
Mr. Burgess
Sir T. C. Campbell, Bart.
Mr. Crowther
Capt. Fawcett
Mr. Grant
Mr. Harper
Mr. Layman
Mr. Loton
Mr. McRae
Mr. Randell
Mr. Scott
Mr. Sholl
Mr. Venn
Mr. Wittenuom
Mr. Parker (Teller.)

NOES.

Mr. Marnion
Mr. Pearce
Mr. Shenton (Teller.)

Question—That the Speaker do now leave the Chair—put and passed.

THE SPEAKER left the Chair.

IN COMMITTEE.

CAPTAIN FAWCETT, in accordance with notice, moved, That an humble address be presented to His Excellency the Governor, praying that he will be pleased to place a sufficient sum of money on the Estimates for 1887 for the survey of a railway from Fremantle to Rockingham, to join the Jarrahdale line.

MR. LAYMAN seconded the motion, but, at the same time, said he did not bind himself to any line of action.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said he had listened with great admiration and also instruction to the hon. member for Pinjarrah's wonderful account of their imaginary railway trip, from Fremantle to Rockingham, and eventually to Albany. For his own part, however, if he might be allowed to choose his own route, he would prefer going in a more direct line, take a through ticket at Fremantle to Beverley and thence by the Great Southern Railway of the future to King George's Sound. He thought the hon. and gallant member, however, would do well to postpone his motion until the Estimates were brought in, so that hon. members might know exactly how they stood, in the same way as he had asked the hon. member for Geraldton to postpone his motion the other evening. It was impossible at present to say what these surveys would cost, and the amount of money that would be available for such works. Again he very much doubted indeed whether this particular line would be of any practical use to the colony whatever. He believed there had been another line talked of, which had a

prior claim to this, a line from the Perth race-course to the Canning, and going as far as Narrogin or Wongong. He believed that would be a very much better line, and one that would serve the interests of the district which the hon. and gallant member represented quite as well and better than this line from Rockingham to Fremantle. The country between Fremantle and Rockingham was not, so far as he knew, so very level and easy as the hon. member would lead them to suppose; and the hon. member also omitted to say that between those two given points the soil consisted chiefly of stone. He (the Commissioner) had seen no ground there that was fit for cultivation, whereas the ground about the Canning was good country all along, and a line running in that direction would open up a much better district than this line would. His object in rising, however, was to ask the hon. and gallant member to be good enough to consent to put off his motion until such time as the Estimates were presented.

CAPTAIN FAWCETT: I decline.

MR. PARKER: This question, it appears to me, resolves itself into whether we have any idea of raising any further sum of money on loan, for it is very evident that it is useless to talk of any railway surveys unless we have in view the borrowing of more money to build the railway. There are many other works in the colony which I think are more deserving of the attention of the House than this line. There is the line just mentioned by the Commissioner of Railways, leading from the race-course to the Canning, and away to Narrogin, which would certainly serve a much larger number of people and open up a much larger area of good land fit for cultivation and tend to develop the country, and promote the welfare of its inhabitants, in a much larger measure than this line would. Again, we have many other works, which, I think, should even take precedence of either of these lines. There is one great work that it appears to me we must ere long undertake, and that is the connecting of the Kimberley goldfields with Cambridge Gulf or with Derby by telegraph. We have by means of a loan now accepted a contract to connect Derby with Roebourne by telegraph, and I think it is

absolutely essential, if these goldfields turn out, as we hope and expect they will turn out, one of the greatest goldfields discovered,—it is absolutely necessary that they should be connected at as early a date as possible by telegraph with Derby or Cambridge Gulf. Again, I think we have some important works required in the Southern District—perhaps even of more importance than either of the two railways referred to. We have not paid much attention to the requirements of the Southern Districts, from Mandurah southwards; a very small portion of the recent loan was voted for that part of the colony,—some £30,000 or £40,000 for a railway starting from Bunbury. That amount, if that line is to be a 3ft. 6in. line, will only take the railway, I believe, some fourteen or fifteen miles at the utmost, or such a very short distance as to make it practically useless, unless we are prepared to borrow more money and extend it further. There is some magnificent country, good agricultural land, which this Blackwood line, if constructed, might open up, and I cannot help thinking that this is a work that ought to commend itself to this House. What we have to consider is this: is this House prepared, are the Government prepared, with any policy of fresh public works? Are the Government prepared to come to this House and advocate a fresh loan? And is this House prepared to adopt a policy of further public works and further loans? Unless we are, it is useless for us talking about spending money upon surveys of any lines. It appears to me—and I trust the suggestion, for it is nothing more, will commend itself to hon. members—it appears to me that it would be very advisable to refer all these questions to a select committee. I do not wish it to be for a moment understood that I wish to delegate to select committees the powers vested in this House, or to delegate to any select committee the responsibility that we ought to be prepared to take upon ourselves; but I think we might fairly, in the first instance, delegate this question of the expenditure of public money upon public works, especially when it is proposed to carry out such works by means of a loan, to a select committee, who should take into consideration all these works and report to the House upon

them, and with full power to call for papers and to examine witnesses, collect statistics, and to furnish a schedule, and recommend to the House what works in their opinion were most worthy of the consideration of the Legislature. They might schedule the works in their order of precedence, mentioning which work in their opinion should be taken in hand first, which should be taken in hand next, and so on. The whole thing might then come before the House and be discussed, and any hon. member who thought that his district had been neglected by the committee,—any hon. member who thought that a particular work should appear on the schedule that did not appear on it, or who thought that any work on the schedule was lower down on the list than it ought to be, could have his grievance ventilated, and have the whole matter brought before the House and threshed out. All I suggest is that by means of this select committee we should have these works set before us in some kind of order, we should have evidence and statistics to guide us, so that we should then be in a better position to judge which were the most desirable works to undertake, from a reproductive point of view, and what particular work should be first undertaken in the interests of the colony at large, in preference to other works, whose utility were recognised but the immediate necessity of which was not so pressing. I think we are inclined to commit ourselves rather hastily to works that are brought before us in the way this has been brought before us by the hon. and gallant member for Pinjarrah, and that when the Estimates come before us we feel that having asked His Excellency to place a sum on the Estimates to carry out the work, and His Excellency, on our recommendation, having done so, we feel when the Estimates are placed before us that we are bound to vote the money, though by that time we may feel that there was no pressing necessity for the work at all. I should refer all such questions as these to this select committee before asking the House to pronounce an opinion upon them, or committing ourselves to them. The merits of any particular scheme might afterwards be completely threshed out in the House. I am not prepared to express any particular view in favor of

the present motion, in preference to other proposals; I have no doubt that a railway between Rockingham and Fremantle would do a great deal of good. I have no doubt that the Jarrahdale Company themselves would supply a large amount of freight, and that in time there would be a considerable amount of traffic; but the question we have to consider is, whether there are not many other works that ought to come before it. I would ask the hon. member for the Murray and Williams to accept the amendment which I intend to bring before the House, for I fear if the hon. member does not do so, but insists upon the question being put in its present form, he will find that his motion will be negatived entirely; whereas, if it is referred to a select committee it may have a chance of being fairly and fully discussed and reported upon. What I would propose is that a select committee be appointed, to be called the Public Works Committee, to consider and report upon the scheme of railway from Fremantle to Rockingham, and that such committee have full power to examine witnesses, and to call for persons and papers. I would not for a moment dream of appointing this committee to consider this particular work, but that it be a standing committee to which all such motions should be referred in the first instance. I trust that hon. members will bring up all the suggestions they have to make for the expenditure of public funds upon public works in their respective districts, and that all such questions may be referred to this committee. I would suggest that the committee be elected by ballot, and that it should not consist of more than seven members.

THE CHAIRMAN OF COMMITTEES: I think the more correct course will be for the hon. member to move for such a committee as he proposes, when the House resumes.

MR. MARMION: In my opinion the hon. member for Perth has given to this motion an importance which it does not deserve, and, by taking the action which the hon. member has taken in the matter, has led the mover of the address to suppose, or to hope, that there is some chance of his motion receiving a certain amount of support, and of being passed at some

later period of the session. I do not think it is well that we should adopt any half-and-half course with a question of this kind, when it seems—as there appears to me in this case—that there is very little chance of its receiving the support of a majority of the House. I think it would be far better, and tend to save the time of the representatives of the people of this country, if the question were settled in as short a time as possible; and, that being the case—although I have no objection to the course proposed by the hon. member for Perth being adopted at a later stage, with reference to the number of works that may be brought forward—I would remind the hon. member that at present we have only two,—one brought forward by the hon. member for Geraldton the other day, and the present one; although I should have no objection to the course proposed to be adopted by the hon. member for Perth being taken, at a later stage of the session, when the proposal might possibly meet with greater support, I do not feel at all inclined to support him that the present proposal should be referred to a select committee. I look upon it as a very unimportant and minor work compared with others, and, although as a matter of courtesy towards the hon. member for the Murray and Williams, I should not like to vote against the motion, I feel it would be much better not to buoy the hon. member up with fictitious hopes, and that it would be far better if he were to adopt the course suggested by the Commissioner of Railways, as affording him a graceful way to avoid a defeat, which, I am afraid, the hon. and gallant member is sure to sustain, if the question goes to the vote to-night. Having said so much, I will only add that this is not the time to produce arguments for or against this line. If I were to do so, I should only, probably, be wasting my own breath and wasting the time of the House. I would suggest to the hon. and gallant member that he should accept the course recommended by the Commissioner of Railways,—that the hon. member should postpone his motion until a later period, until such time as we are in a position to ascertain and realise our financial position, though I may say I am not one of those who share—I am not one of the croakers

who share, in the feeling that there is something behindhand as regards the finances, and that the balance to our credit some six months ago has mysteriously disappeared; I believe we shall find, when the half-yearly balance sheet is presented to us, which will be in a few days hence, that our financial position is an utterly good and safe one. But although an utterly good one and a safe one, I do not think it would justify us in building imaginary castles in the air, or indulging in fancy schemes of railways that would be a source of convenience perhaps to one or two members and a few others, and which may look very pretty on paper, but which, as the hon. the Commissioner of Railways said of this line, would be of no practical use to the colony whatever. I think, however flourishing our finances may be, it behoves us as the guardians of the public funds to see that we spend our money judiciously and prudently.

MR. WITTENOOM said he should like to make one or two remarks, as to the proposal made by the hon. member for Perth, with reference to the appointment of a select committee to whom all such motions as this should be referred. He thought the course suggested by the hon. member would be a great departure, and one that the House should very carefully consider before consenting to it. He felt sure that every hon. member in that House equally had the interests of the colony at heart, but, however much an hon. member might have the interests of the colony at heart, it was only natural that he should think more of the particular interests of his own district; and, in referring questions of this kind to a select committee, he thought they would be establishing a very dangerous precedent indeed, and he should like to have more time to consider it than they were likely to have that evening. With regard to the motion itself, he had not come prepared to entertain it all at first, but, after hearing the stirring address of the hon. and gallant member who brought it forward, he felt some little interest in the scheme. As to Rockingham, although he spent some of the happiest moments of his life there, he felt bound to say that all he saw there was some very poor cattle. He did not see much corn, but, probably, he did not go far enough to see

the capabilities of the district as a corn producing country, and perhaps they might accept the glowing description of it given to them by the hon. and gallant member. He only hoped that the hon. and gallant member's delightful anticipations might some day be realised. With regard to railway surveys, so far from their being useless, as suggested by the hon. member for Perth, he thought that the expenditure incurred upon these preliminary surveys was very proper expenditure, as it would enable hon. members hereafter to decide upon what lines any future loans should be spent. He felt sure that the Commissioner of Railways would endorse what he said, that it would help him a great deal if he had these surveys before him when apportioning out the loans for any future railways.

THE CHAIRMAN OF COMMITTEES pointed out to the hon. member for Murray and Williams that if he wished to accept the suggestion of the Commissioner of Railways, and postpone the consideration of the question until the Estimates were presented, the hon. member's proper course would be to move him out of the chair. The hon. member could then bring the matter forward again, on a future occasion.

CAPTAIN FAWCETT: I decline.

THE CHAIRMAN OF COMMITTEES: The question is, That this humble address be presented.

The motion was negatived, on the voices.

STOPPAGE OF WORK ON THE FREMANTLE JETTIES ON HOLIDAYS.

MR. SHENTON moved, "That an humble address be presented to His Excellency the Governor, calling his attention to the serious inconvenience to the trade and commerce of this portion of the colony caused by the stoppage of all work on the Fremantle jetties on days set apart by the Governor for holidays in the Custom House, when such days were not recognised as holidays by the mercantile community, and praying that His Excellency would take such steps as he might think necessary to remove the difficulty." The hon. member said he would simply mention three cases to prove his position. The first difficulty that occurred this year was on the oc-

casion of a public holiday declared by the Governor, on a Tuesday, about the middle of April, the day of the Perth races. The s.s. *Yeoman*, an English steamer, was then in harbour, but the work on the jetty was stopped in consequence of the day having been proclaimed a holiday, although there were other vessels besides the *Yeoman* discharging at the time, and the whole of the shipping trade of the port of Fremantle was stopped, causing not only great inconvenience to the mercantile community and the general public, but also involving the detention of the steamer. Again at the Easter holidays, Fremantle jetty was closed from Thursday evening until the following Wednesday morning—almost a whole week, and during that time lighters were lying in the bay with cargo on board, which they were unable to discharge. People who happened to be at Fremantle at the time must have noticed that the jetty on that occasion was crowded with cargo, so much so that the Director of Public Works having occasion to remove some railway material required for the York and Beverley Railway off the jetty, had himself to go down to Fremantle for that purpose, so great was the litter and confusion on the jetty, although all the jetty work was stopped for nearly a week. Again, only this week, on Monday, the anniversary of Her Majesty's coronation, the jetty was closed against all public traffic, all the lighters at Fremantle were lying idle and could not discharge, although a steamer was expected in that day, and, if she had arrived, there would have been no lighters to have gone alongside to discharge her. It appeared to him that the port of Fremantle already bore a sufficiently bad name, and this stoppage of traffic at busy times tended to make matters still worse than they really need be. When holidays were declared by the Governor as public holidays, some of the other departments were not closed. The Post Office and Telegraph Department were not closed against the public. The mail carts were not stopped on the road, letter-carriers did not have a holiday, and the Post Office was open for the receipt and delivery of letters. Why then should there be this difference made as regards the public jetties at Fremantle? He did not ask that the Custom House should be kept open, but

simply that the jetties be kept open for traffic; and he thought hon. members would agree with him that it was time the Government should take some steps to remove the present serious causes of inconvenience and dissatisfaction in connection with the jetties at the principal port of the colony.

MR. MARMION, in seconding the motion, said that as a resident of Fremantle, and being connected with mercantile matters, he fully endorsed what had been said by the hon. member for Toodyay as to the difficulties surrounding the present position of affairs. At the same time, he could not quite see how the difficulty was to be got over, because it appeared to him positively necessary that people occupying humble positions in the Government service should have their holidays as well as those occupying higher ranks in the service. He knew it would be a very great convenience to the commercial element, if, on these Government holidays, which in very many cases were not recognised by the public generally, the Government employes were to be permitted or compelled to work on the jetties, especially in view of the crowded condition of the jetties and the wharves, and the absence of facilities for clearing them. At present the jetties at Fremantle were crowded in a most reckless manner, with goods of every possible description; and commercial people were put to very serious inconvenience. He did not exactly see his way clearly to advise the Government (if he might use the term) as to what steps they might adopt to remove the difficulty; but possibly they might get over it by allowing the men employed on it to work on public holidays, at double pay, in the same way as other men were paid when required to work on Sundays, on certain occasions, such as railway employes. This would probably be the most agreeable means of getting over the difficulty, so far as the men themselves were concerned. Or, as an alternative, the Government might be able to hire substitutes—he was talking now of truckers and those engaged in manual labour; but he thought the other course would be the better one of the two. There was no doubt that the Government must, without any delay, turn their serious thoughts towards improving the present facilities for traffic at Fremantle,

in connection with shipping matters. It was absolutely necessary that it should be done. He believed, and he was glad to hear it, that something was to be proposed in that direction by the Commissioner of Public Works during the present session. He felt sure that those hon. members who were acquainted with the present position of affairs, or who had visited Fremantle and witnessed the confusion and disorder which for some time past had prevailed on the jetties there, would be prepared to give their support to any reasonable expenditure in improving the present state of affairs. Possibly, now that the attention of the Government had been drawn to the matter by the hon. member for Toodyay—and he thought the hon. member was to be thanked, especially by those connected with commerce and shipping at Fremantle, as well as by the commercial community at Perth and elsewhere, for having drawn the attention of the Government to this matter; possibly, now, the hon. member having done so, the Governor and the Executive would see their way clear to remedy the evil complained of, and to put an end to the serious drawback to trade which had existed for some time past, while at the same time recognising the claims and duly considering the interests of the officers employed. He assumed that in other parts of the world, when public holidays were declared, the wharves and jetties were closed during such holidays. (An hon. member: No.) If that was the case he did not see why they should be closed here.

MR. CROWTHER said, as to public holidays, he had been told that during the last few days a vessel was lying alongside the Fremantle jetty discharging cargo, and a steamer was expected to take her place as soon as she finished discharging, and that at 3 o'clock on a particular day the vessel was instructed not to discharge any more cargo. Negotiations went on for some time, until sundown, when, as a great favor, she was allowed to discharge a few more tons on the jetty, after wasting a great deal of precious time. Now, without any intention of being rude, he must say he thought the Government when they took over the management of this jetty took over a job which they knew nothing

whatever about. There was no great mystery and there was no great difficulty in conducting the work on a jetty, provided those who had the work to do knew something of what they were about. That was just what the Government did not do. They knew nothing about loading and discharging cargo, themselves; and those whom they employed knew about as much. At the present time they had not a man on that jetty who knew anything at all of the work to be done. The head of the department must necessarily be in his office, and he had to delegate his powers to somebody else. He should like to ask his hon. friend the Director of Public Works whether, if that was his jetty, he would retain the same staff to do the work as the Government now employed? He looked upon it as the duty of the Government to put the Fremantle jetty on the same footing as other jetties, in other parts of the colony,—rent it, and place it in the hands of somebody who knew something of what they were about. Formerly, before the jetty was taken over by the Government, the management of it, as a rule, used to give satisfaction. In Geraldton, where they had a very small jetty, affording nothing like the accommodation they had at Fremantle, he had known 150 tons of cargo taken out of a steamer and close upon 200 tons put on board, all in one day, within fourteen or fifteen hours. What was done at Geraldton could be done at Fremantle, but they must have somebody who took an interest in the work, and who was not independent of the public. At present, the moment the clock struck 6, the men employed knocked off work, no matter how pressing it might be, and they would not care to work another hour for Father Peter himself. If the jetty were in the hands of a private contractor, that man would, by offering some inducements, get his men to work an extra hour or two; and it would be found that these men would not want holidays—they would rather work and have their pay. He did not suppose that in Fremantle they would work on Sundays (hear, hear); but, he was sure, if a private contractor had charge of the jetty there would be no complaints of its being closed on every public holiday proclaimed by the Governor, even on

such an important occasion as a race meeting. The panacea for the evil complained of was to take the jetty out of the hands of the Government, who really knew nothing about the work, and place it in the hands of somebody who did know something about it, and who would exert himself a little to facilitate the business of the community.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) said that, on behalf of the Government, he thanked the hon. member for Toodyay for having brought this matter to their notice. He could only say he felt confident that His Excellency the Governor would institute a searching inquiry into the whole matter, with a view of providing a remedy. So far as public holidays were concerned, it was generally understood that they were always granted conditionally upon the public not being inconvenienced more than could possibly be avoided.

MR. SHENTON thought the Government had not taken into consideration the large increase of traffic at the port of Fremantle during the last year, which had almost doubled, and proper arrangements had not been made to meet this increase of business. He also thought that greater latitude ought to be allowed than at present as regards passing cargo to lighters, and that it should not be a hard and fast line that the work in the harbor should stop at four o'clock. In the summer months it was absurd to stop work at that hour, but, according to the present regulation, it had to be done.

MR. RANDELL said he happened to be down at Fremantle on Monday last, and noticed the great inconvenience and injury that was inflicted upon the mercantile and shipping community. He thought it was a monstrous thing that the jetty should be closed against all traffic, or nearly so, on a day like that. It appeared to him that the jetty, and the officials connected with it, should be considered as existing for the convenience and well-being of the community at large; but that did not strike him as being the principle in operation at Fremantle. The convenience of merchants and shippers should be the first consideration, but it struck him from what he had heard and seen at Fremantle that the jetty was being worked on wrong lines altogether. Whether it would be

better to go back to the old principle of letting it, he was not prepared to say; but he had no hesitation in saying that there certainly was a much better way of working the jetty than the way in which it was worked at present, and he thought that it was incumbent upon the Government to remedy the present state of affairs as soon as possible. The men at present employed on the jetty evidently took no interest in their work at all; it did not matter to them who were inconvenienced, they were sure of their pay. He was sure there were four men on the jetty doing two men's work; and that sort of thing prevailed, it appeared to him, all through. There were other things in connection with the working of the jetty which amounted to a disgrace. No receipts were given or taken by the officer in charge of the jetty; and, hence, merchants complained, and complained bitterly indeed, that their goods were left at the mercy, to a very large extent, of the truckers and the shippers, which he thought was a very lax way of doing business. It struck him that if the Government were not prepared to let the jetty be leased again, they ought to alter the present arrangements entirely, and give those who worked the jetty some interest in it that would induce them to endeavor to prevent such delays and stoppages as at present disgraced the management, and disgusted everybody who had anything to do with the jetty. With regard to holidays, no one, he was sure, would desire that the servants of the Government, either in the Customs or on the jetty, should be debarred from having holidays when the rest of the public servants did; but he took it that the jetty arrangements should stand separate and distinct from the ordinary general arrangements of the service, and it occurred to him that it would be very easy for the Government to provide substitutes, supposing they gave those who were usually employed a holiday, and thus make some temporary arrangement that would meet the difficulty. He quite agreed that this address should be presented, and he hoped it would induce the Government to reconsider the whole matter, and see whether some arrangements of a much more practical character could not be adopted. He was quite sure, from his

own knowledge of business of this kind, that a great improvement could be made, and, as he had already said, he thought it was incumbent upon the Government to make it as soon as possible. It was never intended that large profits should be made out of working the public jetties. Jetties existed for the public convenience, and this was the light in which they ought to be worked. But it did not seem to be the recognised principle at Fremantle. The Government must be receiving a very large income indeed from the jetty revenues now, and, in that case, he thought it would become them to be very liberal in their arrangements, so that the present causes of complaint might be removed. The present inconveniences and delays were a source of much irritation and loss to the mercantile community, and, more or less, to the public at large, directly or indirectly.

MR. LOTON said there was no doubt—hon. members must be fully aware of it—that within the last six, or nine, or twelve months the work on the jetties at Fremantle had increased very considerably, increased, he believed, beyond the expectations not only of the Government but also of the members of that House. There was no doubt about that. Work of this nature was work that ought to be performed and got out of the way daily as it came in, instead of being allowed to accumulate and to get into arrears, which was the cause of the delays and the inconveniences they had heard of that evening. It appeared to him that where the chief ground for complaint rested was with the man at the head of the department, the Collector of Customs, who had certain regulations, and certain hours which on no account must be extended, no matter what the pressure of work might be. Now, in the case of a private firm, or of a mercantile establishment, or of a manufactory, or of any ordinary place of business, should there come any extra push of work to be got through in a short space of time, the owner or the manager looked round him to see whether the recognised hours and rules of the establishment ought not to be broken; and the work in that way would be overtaken. There was no reason whatever why the Government work on the jetty should not be managed in the same way, either by

extending the hours of labor, when the work was pressing, or by employing relays of workmen. There was plenty of time between six in the morning and six at night to do all the work that was generally to be done on the jetty, both inwards and outwards, under proper management. He had frequently noticed that goods when discharged on the jetty from ships alongside were allowed to remain on the jetty for several hours, and sometimes for days, without being removed at all. All goods ought to be cleared off the jetty as they were landed, and there was no reason why that could not be done. There was another point, which hon. members had not yet alluded to, and he thought there was a little room for improvement in this direction: when goods were trucked from the jetty to the shore end they were allowed to remain on the platform, or in the vicinity of the platform for days and sometimes for weeks. This of course interfered very much with the landing of other goods; and he felt bound to say that the mercantile community were not altogether free from blame in this respect. They were inclined sometimes to make the platform a sort of warehouse for their goods, pending their sale, either by auction or otherwise. He thought, if a more stringent regulation were made and enforced with reference to the removal of these goods from the platform, there would not be the block that sometimes occurred now. He had made these few remarks in order that the Government might take cognisance of them, and that when they looked into the matter they should look all around.

THE DIRECTOR OF PUBLIC WORKS (Hon. J. A. Wright) said he cordially endorsed what had fallen from the hon. member, Mr. Loton, as to the great delay caused by the merchants themselves not removing their goods as fast as they could, which was the cause of a great deal of the delay and confusion referred to. Much, however, would be done to remove the present block when the new goods shed now being built was finished, when the trucks off the jetty might run in and out. Of course it would be necessary in a very short time to improve and increase the present jetty accommodation at Fremantle, and he hoped that before the session closed hon.

members would hear something more upon the subject. He was entirely opposed to the suggestion made by some hon. members of giving premiums to men for doing their work. To offer a man a premium for working a little harder or putting on a little extra steam, on special occasions, was simply to offer a premium for laziness. They would have the same thing extending to the railway and other departments. If men found that they were entitled to extra pay if they worked a little extra, it would be admitting a very bad principle into the public service, and simply encouraging idleness.

The address was then put and carried.

EXCESS BILL, 1881.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) moved the first reading of a Bill to confirm the expenditure for the services of the year 1881, beyond the grants for that year.

Motion agreed to.

Bill read a first time.

HAWKERS ACT, 1882, AMENDMENT BILL.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) moved the first reading of a Bill to amend "The Hawkers Act, 1882."

Motion agreed to.

Bill read a first time.

HOUSE FOR RESIDENT MAGISTRATE, BUNBURY.

MR. VENN—who had a motion on the notice paper for a sum of money to be placed on the Estimates, sufficient for the erection of a house for the Resident Magistrate, at Bunbury—said that as hon. members seemed disinclined to agree to any motion for the expenditure of money until the Estimates were brought in, and, if it was the wish of the House that this motion of his also should be postponed, he should be happy to do so. He did not feel inclined to withdraw it altogether, as he thought the rules of the House would then prevent him from bringing it on again this session.

THE SPEAKER: No; a question that has not been decided, in the affirmative or in the negative, can be brought forward again. If the hon. member's motion is

now withdrawn, by leave of the House, the hon. member will be at liberty to put it again on the notice paper, when the Estimates are brought in.

MR. VENN said he would do so.

Motion, by leave, withdrawn.

SHARKS BAY PEARL SHELL FISHERY BILL.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith), in moving the second reading of a bill to authorise the granting of exclusive licenses within defined areas in the waters of Sharks Bay for pearl shell fishing, said that hon. members were aware that, during the recess, a deputation, composed of several European settlers connected with the pearl shell fishing at Sharks Bay, waited upon His Excellency the Governor, being introduced by the then member for the Gascoyne (Mr. Maitland Brown). The object of the deputation was to ascertain from His Excellency whether the Government were prepared to grant leases to them of the whole or of certain portions of the pearling grounds, with the view of protecting the fishing industry. The deputation at the same time assigned other reasons for asking for the concession; but the Government, on considering the matter, were advised that they had not the power to grant such licenses or leases, and that it would be necessary to resort to legislation to give them that power. Hence this bill. He thought that hon. members would admit it was only right that the Government should have this power, for many reasons; one amongst others being that, if they had this right, and found it expedient to grant such leases, a material increase to the revenue would accrue. There were other reasons why the Government should be empowered to grant these leases. Of course it would be the duty of the Government not to be blind to the so-called vested interests of others; but, at the same time, it would also be their duty not to be blind to the interests of the European settlers, who had been the pioneers in this important industry. With these few observations, he begged to move the second reading of the bill.

MR. SHOLL said he quite endorsed what had fallen from the Acting Colonial

Secretary. The bill, in his opinion, was a very good bill, and a bill that was very much required. He thought it was quite right that the Government should have the power to lease these grounds, if necessary. The bill, he thought, ought to go a little further. He thought there should be a clause introduced—and, with the permission of the Government—he did not wish to jeopardise the bill in any way—but with the permission of the Government, when in committee, he would, if no one else did so, and if it should be necessary, move a clause empowering the Governor to frame by-laws to regulate these fisheries. He did not exactly know whether the Governor had power under any other Act to make by-laws for the conservation of these pearling banks, but, if he had not, he ought to have, and also the power to appoint a local committee to see that those by-laws were properly carried out. He was informed—and he quite understood it, for he knew something of pearling himself—that there was a great quantity of young shells now destroyed, through being taken ashore attached to the mother shells—sometimes as many as seven or eight, or nine or ten. Sharks Bay shells were different to the shells usually found at the North-West; they grew as a rule on the sand, and there was nothing for the young shells to attach themselves to but the mother shell. The object of these by-laws and of the local committee would be to see that the banks were properly conserved, and to compel the pearlers—he understood it was the wish of most of the pearlers that these by-laws should be framed—when cleaning their shells to throw the small shells overboard. The Chinese, however, took anything that came to their nets, large or small, and the consequence would be that in a very short time the pearling grounds would be completely worked out. He thought that the European settlers, who, to his knowledge, most of them, had been at Sharks Bay for the last thirty years, should have their claims considered by the Government. It was certainly no enviable place to remain at, and he did not think any of them had grown rich. He was there for about two months, and he assured the House he was very glad to get away. The bill had his most cordial support, and he hoped it would

be further improved in committee, in the direction he had indicated.

MR. WITTENOOM said that whilst entirely agreeing with the principle of the bill in every way, he should have been glad if the hon. gentleman in charge of it had given a little more information to the House as to the method by means of which it was proposed to define the areas leased. Unless this was done pretty clearly, it seemed to him that these leases would be a constant source of contention. He should also have liked to have heard what means would be taken to prevent a monopoly of these grounds. There did not appear to be anything in the bill to prevent a person applying for a number of these leases, and monopolising the whole of the banks, unless it was the discretionary power vested in the Commissioner of Crown Lands, with the approval of the Governor, in granting these licenses.

THE ACTING COLONIAL SECRETARY (Hon. M. S. Smith) said he did not apprehend that the Commissioner of Crown Lands, who was to be the officer to issue the licenses, would have any difficulty whatever in defining the areas or boundaries of the leases.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said that in a place like Sharks Bay, where there were so many headlands and other prominent and remarkable natural features, there could be no great difficulty in defining the areas. He did not himself anticipate any difficulty in that respect. If it were contemplated to have numerous small areas, there might be some difficulty in defining their boundaries; but this bill did not contemplate the grounds being subdivided into several small patches, but that the leases granted should embrace considerable areas, which would be let to firms or other persons whose applications were entertained. The present bill simply gave the Government power to lease these areas; the definition of boundaries would be a mere matter of detail.

MR. RANDELL said it seemed to him that the objection to the bill was to its principle, rather than to the object in view. He thought the principle underlying it was a principle that should be taken exception to. He had expected to have heard a further statement of the

reasons which had induced the Government to bring in the bill, for he could see that there were objections to it. It was not his intention to oppose the second reading of the bill, as the object which the Government had in view was a very desirable one, in the interests of the European settlers at Sharks Bay, but he took it that in passing the bill they would be placing themselves entirely in the hands of the Commissioner of Crown Lands and the Governor—in the Executive Council it might be; and he should like to express a hope that in granting these licenses all the surrounding circumstances would be taken carefully into consideration. It was just possible that under this Act one person might get a lease of the whole of the pearling grounds, to the exclusion of other persons, by offering a higher premium. He was not sure whether he was correct in that, but he believed it was the intention of the Government to get the highest price they could for the beds; and, as a rule, he decidedly objected to this kind of legislation, which he thought might be put under the head of class legislation, after all. He hoped at any rate that if the second reading of the bill should be passed that evening, some considerable time would be given before going into committee, so that hon. members might have an opportunity of carefully considering all the circumstances. As he had already said, he thought it was the principle of the bill that was most open to objection.

MR. MARMION said as there seemed to be some hon. members who objected to the principle of the bill, and, as those objections might be removed, if they were further enlightened as to the intention of the Government and the object of the bill, he thought it would be a wise course perhaps to refer it to a select committee. If such a course was desirable in the case of any bill, it was in the case of such a bill as this, many hon. members being probably unaware of the circumstances of the position; and, as it happened that there were now amongst us a number of persons who had had a large experience in these fisheries, and who would be able to give the select committee valuable information, which would be useful to the House, he would move, as an amendment, that the bill be referred

to a select committee, with power to call for persons and papers. He felt sure that hon. members would then find out that the measure was very much needed.

MR. GRANT seconded the amendment.

THE ACTING ATTORNEY GENERAL (Hon. S. Burt) said it appeared to him that the remarks of the hon. member for Fremantle amounted to something like a left-handed compliment to the bill. He could not conceive what the hon. member's tactics could be, in the face of what fell from the only two other members who had addressed the House on the question of the second reading. The hon. member for the Gascoyne, who probably knew as much about the matter as any of them, spoke in favor of the bill, and strongly in favor of it; and the hon. member, Mr. Randell, also in so many words assured them that he had no objection to the second reading of the bill. Why, therefore, the hon. member for Fremantle should get up and anticipate that there were going to be any objections raised to the bill, and desire to have more light thrown upon it when there was already sufficient light thrown upon it, he was somewhat at a loss to understand. He had no doubt the hon. member was actuated by every good intention towards the bill, but it seemed to him that the hon. member would very likely jeopardise the success of the measure, if, for no sufficient reason, it were referred to a select committee—a course which the hon. member seemed somewhat in love with, this session. Surely if any hon. member objected to the principle of the bill, he could get up and state his objections; and, if there was anything in his objections, they might possibly be answered. On the other hand, if there should be nothing in them, why not affirm the principle of the bill that evening rather than refer it to a select committee to no purpose? He did not think, himself, it was the rule in that House nor the practice of Parliament to refer bills to select committees on the motion for their second reading. Select committees constituted the machinery that was employed generally, so far as his experience went, in order to assimilate the views in detail of different sections of the House, in working out a measure that would prove generally acceptable—details

that could not well be dealt with conversationally in a committee of the whole House. It seemed to him that to refer to a select committee the consideration of the principle of a bill was a course which they ought not to lend themselves to. He therefore hoped the hon. member for Fremantle would not mind his pointing out that it was somewhat a departure from the usual practice, and that in doing so the hon. member might sometimes get what he might wish to avoid, and that was the rejection of a measure altogether.

THE SPEAKER: I should like to point out that, although it has been the practice here to refer bills to select committees before the second reading, our standing orders distinctly say that "after a bill shall have been read a second time" it may be referred to a select committee, should it be deemed expedient to do so; and I think we are bound by our standing orders to read a bill a second time, and afterwards refer it to a select committee, if it is so desired; although, as I have already said, I am aware that the other practice has prevailed. But the proper time to refer a bill to a select committee is on the motion for going into committee upon it.

MR. MARMION: There is a very important principle involved in this bill.

THE ACTING ATTORNEY GENERAL (Hon. S. Burt): Let us adopt it then.

MR. RANDELL said the objection he had to the bill would be quite met if the day for the committal of the bill were fixed say a week hence, so that he might have an opportunity of eliciting further information upon the subject. He thought there was no necessity to refer the bill to a select committee, and that it was a bill that might be dealt with in committee of the whole House.

MR. MARMION said he had no particular wish to press his amendment, if it was the desire of the House to go on with the bill. As he had already said, there was a very important principle embodied in the bill, and he was afraid that if they now affirmed that principle the bill would virtually have been passed. Having affirmed the principle of the bill—which was, that exclusive rights should be granted to persons engaged in the pearl fishing industry—the details of the bill might no doubt be safely entrusted to the

Government. He knew that the pearl-ers themselves were most anxious that the bill should become law, and he should not like to do anything at this stage calculated to jeopardise the passing of the bill hereafter, especially as he had not had sufficient time to give it his careful consideration.

The amendment to refer the bill to a select committee was then withdrawn, and the motion for the second reading agreed to, the committal of the bill being made an order of the day for Wednesday, July 7.

LICENSED SURVEYORS BILL.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest), in moving the second reading of a bill to provide for the licensing of land surveyors, said the object of the bill was mainly to give to qualified surveyors a status in the colony. At present there was no law on the subject here, although any surveyor who chose to do so might practise his profession, without interference from anyone. It was, however, very much desired by competent surveyors coming here from other parts of the world that there should be something to show that they were duly qualified persons. With that object in view, many applications were made to him to gazette them as qualified surveyors under the Land Transfer Act. Hon. members were aware that under that Act, the object of which was to make the transfer of freehold property easy and cheap, surveyors who wished to be recognised as surveyors qualified to work under that Act had to be specially licensed for that purpose by the Commissioner of Crown Lands. Now the licensing of surveyors under that Act was surrounded with a great many difficulties, as the work to be done required special qualifications. Although surveyors might come here duly qualified from other countries, the Commissioner of Crown Lands might feel himself—he (Mr. Forrest) often did feel himself—in some difficulty in licensing them under that Act. In all the other colonies special provisions were made as regards local knowledge and local experience, and other special qualifications before licenses were granted under the Real Property Act (as it was there called), and a surveyor might be a duly

qualified person, for ordinary purposes, and still not possess the necessary qualifications to justify his being licensed under that Act. The object of the present bill was to give a certain status to all qualified land surveyors,—to those who came here duly licensed from other countries, and to those who had been working at their profession in this colony. With that object it was proposed that a Board of Examiners should be appointed by the Governor, consisting of three members, one of whom would be the Surveyor General of the colony, who should be the president of the Board. This Board would be empowered to make rules for conducting the examinations under the Act, and would recommend those who passed the necessary examination for appointment by the Governor as licensed surveyors under the Act. Under clause 4, the surveys of these surveyors would be accepted by the Survey Department upon verification and approval by the president of the Board. Before any surveyor could be licensed he would have to make a certain statutory declaration that he would perform all surveys entrusted to him with strict impartiality, and he would have to pay a fee of £5 for his license. This fee, however, would not be enforced in the case of licenses issued to surveyors who were practising in the colony previous to the 1st June, 1886. Under clause 9, licensed surveyors would be entitled to recover certain fees for their work, according to a schedule rate; and the next clause empowered the Board, with the approval of the Governor, to revoke any license by a *Gazette* notice. The 12th clause provided that any person who falsely pretended that he was a licensed surveyor might, upon summary conviction, be liable to pay a fine, not exceeding £100. The 13th clause required the Board to publish in the *Government Gazette*, at least once every year, a correct register of all persons licensed under the Act; and the 14th clause provided that a license granted under the present bill did not entitle the holder of it to practise as a surveyor under the Land Transfer Act. It might be said by some hon. members that the bill, although it gave a certain amount of protection to the public, did not go far enough, and, so far as he was personally concerned, he should not be at all opposed to its going a little

further, but that was a question of detail that could be settled in committee. It might be a question whether it would be advisable that surveyors should not be allowed to recover payment at all unless they were duly licensed under this Act. The bill did not go that far at present, but, so far as he was concerned, as the head of the survey profession—and he believed he expressed the views of all duly qualified surveyors in the colony—he did not care how stringent they made the bill. It would be in the interest of all qualified surveyors that only qualified men should be allowed to practise, and he also thought it would be in the interest of the general public. Some hon. members might think that any surveyor licensed under this Act, being duly qualified, and having passed the Board of Examiners, should also be allowed to practise under the Land Transfer Act; but, to enable that to be done, it would be necessary in the first place to alter that Act, because under that Act the Commissioner of Crown Lands alone was the person authorised to license surveyors to practise under it. For his own part he did not advocate that all surveyors licensed under the present bill should also be entitled to practise under the Real Property Act. In all the other colonies there was a distinction made between an ordinary licensed surveyor and a surveyor licensed under the Real Property Act. The latter was supposed to have had a greater local experience and to be a more trustworthy surveyor than the man who had only just been licensed. In all the other colonies, young men who had served their apprenticeship could be licensed as surveyors, but they had to serve for some time longer before they could get a license under the Real Property Act, which was a grade higher. With the view of ensuring qualified surveyors to work under the Land Transfer Act, he had framed a set of rules which were somewhat stringent. For instance, a licensed surveyor coming here from the other colonies had to serve a year here before he could get licensed under that Act, and a surveyor here had to serve two years before he could qualify under the Act. Following the custom of the other colonies, he thought that, for the present at any rate, a distinction should be made between persons duly qualified

to do ordinary survey work and those who were fit to be entrusted to practise under the Land Transfer Act. With these few words explanatory of the provisions of the bill, he now moved its second reading.

Motion put and passed.

Bill read a second time.

EXCESS BILL, 1885.

Read a third time and passed.

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

LEGISLATIVE COUNCIL,

Thursday, 1st July, 1886.

Medical Officer, North District (Mr. Warburton)—
Wines, Beer, and Spirits Sale Act, Amendment of
—Chinese Immigration Bill: first reading—Pearl
Shell Fishery Special Revenue Bill: second reading
—Designs and Trade Marks Act, 1884, Amendment
Bill: in committee—Geraldton-Greenough Railway
Bill: in committee—Cossack-Rochbourne Tramway
Bill: in committee—Eastern Railway, Spencer's
Brook-Norham Branch Bill: in committee—Mes-
sage (No. 3): Forwarding Draft Land Regulations
—Message (No. 4): Prohibition of Importation of
Stock from the Straits Settlements—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

MEDICAL OFFICER, NORTH DISTRICT
(MR. WARBURTON).

MR. GRANT said he had heard it stated that although a considerable salary had been paid to the gentleman who was now acting as medical officer in the North District (Mr. Warburton), the gentleman in question was not a qualified practitioner. He thought it was very important that a district like the North District should have a properly qualified medical man, so that the lives of the residents should not be jeopardised. If the present officer was not a qualified man, the sooner the better the Government ob-