

Hon. C. F. Baxter: And probably the Commissioner would be accused of inactivity.

The CHIEF SECRETARY: He would not know what to do to avoid incurring the displeasure of the Government. The period, I think, should be not less than seven years. However, that has nothing to do with the matter under discussion. Mr. Mann said that Mr. Ellis lacked administrative experience and what we required was a man of sound business training. That is exactly what Mr. Ellis received in the early part of his career. He joined the service of the London and North Western Railway Company when 15 years of age and received practical training in every branch of the business. He studied for the profession of civil engineering and attained the heights of that profession with great honours. In the first instance he had a sound business training and then he had 17 years' experience of every branch in Queensland. In Western Australia he was not in close touch with railway matters until the transfer of the construction work to the department.

Hon. T. Moore: He has had his mind broadened in the country, too.

The CHIEF SECRETARY: Yes. I have not had much experience of Mr. Ellis, but from what I have seen of him, I have been impressed favourably, and I have heard golden opinions expressed by people in various country districts where he is known. The salary will be the same as that paid to the ex-Commissioner. It is a fixed amount of £2,000 a year, subject to the financial emergency cut.

Question put and passed.

Sitting suspended from 8.7 to 9.7 p.m.

BILL—FINANCIAL EMERGENCY.

Ministerial Statement.

THE HONORARY MINISTER (Hon. W. H. Kilson—West) [9.9]: I desire to make a statement. The Financial Emergency Bill, which this House has been considering to-day, has reached another place; but members of that place have expressed a desire for time to consider the report of the select committee of this Chamber and the evidence on which that report was based. They claim that they cannot intelligently dis-

cuss the amendments made by the Legislative Council unless they have some time for that purpose, and consequently another place is about to adjourn until to-morrow. In view of the circumstances, I suggest that this House at its rising adjourn until 7.30 p.m. to-morrow, when it may be that the Bill will have been dealt with by another place and sent back to us.

ADJOURNMENT—SPECIAL.

THE CHIEF SECRETARY (Hon. J. M. Drew—Central) [9.10]: I move—

That the House at its rising adjourn until to-morrow at 7.30 p.m.

Question put and passed.

House adjourned at 9.11 p.m.

Legislative Assembly,

Wednesday, 31st January, 1934.

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The SPEAKER took the Chair at 4.30 p.m., and read prayers.

MOTION—COMMISSIONER OF RAILWAYS.

Appointment of Mr. J. A. Ellis.

THE MINISTER FOR RAILWAYS (Hon. J. C. Willcock—Geraldton) [4.33]: I move—

That the appointment by His Excellency the Lieutenant-Governor of Mr. J. A. Ellis as Commissioner of Railways for five years commencing on the 15th January, 1934, in the terms of Executive Council minute laid on the Table of the Legislative Assembly on the 17th January, 1934, be approved.

I have pleasure in submitting the motion. Members are aware that the ex-Commissioner, Mr. Evans, had reached an age at which, under Government policy, it is considered advisable that practically all public servants should retire. Notwithstanding that Mr. Evans had shown conspicuous ability in the office and enjoyed excellent health which would have enabled him to carry on, it was thought that further appointment for a long term would not be justified. I should like to pay a tribute to the work done by Mr. Evans for the State. Shortly after he assumed office, signs of the depression made their appearance, and before he was long in office the full blast of the depression, which affected trade, commerce and industry throughout the world, was experienced here. Thus Mr. Evans took office and continued to carry out his duties under exceptionally difficult conditions. Any man who undertakes the office of Commissioner of Railways naturally has ideas of policy that he would like to carry out, some of which involve the expenditure of money. Most improvements necessitate expenditure in various directions. Mr. Evans had many ideas for the improvement of the service generally and the conditions of dealing with traffic, but when they were submitted to the Government, provision could not be made for them. Consequently the only policy that could be adopted by Mr. Evans in the office of Commissioner was one of carrying on. During his term he had unpleasant duties to perform. No one likes to curtail services, retrench staff, or abolish privileges or conditions that have been enjoyed by the staff for many years. No one likes to retrench young people who had set out on a railway career and who, when they reached adult age, found there was no more work for them. Mr. Evans had a period of exceptional difficulty and had many unpleasant duties to perform, but he performed them with a spirit of firmness and justice which, I think, tempered down the feeling of resentment against what was necessary in the interests of the State. Whatever was done by Mr. Evans was done with a sense of justice for the good of the State. When a man has the character and temperament to do unpleasant things in the interests of the State with firmness and justice, we must admire him. No man can be successful in the administration of a concern employing up to 10,000 hands unless he can secure the co-

operation of the staff. Mr. Evans, by wise leadership and by exhibiting the spirit of justice that animated him in all his decisions, did have the co-operation of the staff. I regret the circumstances leading to his retirement, and it can be said that if the Government could have found it possible to re-appoint him, the House would have approved of his re-appointment. Most people will agree that, in the circumstances, that could not be done, and therefore the Government had to look for a successor to Mr. Evans. In selecting Mr. Ellis for the position, the Government were anxious to find a man within the service capable of undertaking the duties. There were at least seven or eight officers in the service who could have been entrusted with the onerous duties that appertain to the position, and we felt that nobody short of the best man should be selected for the office. The Government gave mature consideration before finally deciding to appoint Mr. Ellis. The matter was considered at three or four meetings of Cabinet, and we exhausted all possibilities and obtained information from all available sources to ensure that the decision would be the right one. Members know that the Commissioner of Railways has statutory powers conferred on him. He is responsible for the maintenance and upkeep of the system, which embraces three modes of transport, namely, railways, tramways, and ferries, and also the electrical undertaking which has a considerable effect on the industrial life of the metropolitan area. A capital of £24,000,000 has been invested in those concerns, and thus almost one-third of the total indebtedness of the State is represented by the undertakings controlled by the Commissioner of Railways. From the administrative standpoint, the position is one of the most important in the State. The Government gave serious consideration to the appointment of the new Commissioner. When I had the honour of moving the motion for the approval of Mr. Evans's appointment, I told the House that he could safely be entrusted with the responsibilities of the position, and I feel satisfied in saying the same of Mr. Ellis. Much of what I have said of Mr. Evans can be said with truth of the new Commissioner. He is a man of strong personality, firm and just in his decisions. He is a man of considerable experience; he takes a broad outlook, and apart

from his wide experience, he has capacity, administrative ability and professional knowledge.

The Minister for Lands: And youth.

The MINISTER FOR RAILWAYS: Youth is not always everything, though it is an excellent attribute in a man filling a responsible office. Age gives experience which is also useful. The Commissioner of Railways must display activity, enthusiasm and vigour, and the new Commissioner will know that if he is successful, as I not only hope but anticipate he will be, he can look forward with confidence to re-appointment at the expiration of his term. Mr. Ellis is only 47 or 48 years of age. I am pleased that it has been found possible to appoint a gentleman from within the service. It may be thought that the appointee to such a position should pass through certain grades before being promoted to the Commissionership, but that has not been the experience in this State during the last 20 or 25 years, when the last four or five appointments have been made. Mr. W. J. George was a private citizen who had not served his time in the railways. Mr. J. T. Short was a traffic man from the Great Southern railway who had worked his way up to the position of Chief Traffic Manager. Colonel Pope was an officer in the Commissioner's branch, and Mr. Evans was previously Chief Mechanical Engineer. Now we have made an appointment from the civil engineering side. Apparently on each occasion the best man has been selected, no matter what branch of the service he may have been associated with at the time. It may be said, with Napoleon, that every railwayman carried a field marshal's baton in his knapsack. There are four or five different important branches of the railway service, and in the case of the last four or five appointments, one has come from practically each of these branches. Many members of the House have a personal knowledge of the new Commissioner. I hope he will have a successful term of office. The Government have given every consideration to the position. They consider that Mr. Ellis possesses almost all the attributes necessary in the general make-up of any man who takes this responsible post. In all the circumstances, we feel we are justified in asking the House to approve of this appointment. There are many men in the

railway service who could safely have been entrusted with the onerous duties of the Commissionership. There are half-a-dozen officers who have given excellent service and who, by their capacity, their ability and their experience could have been offered the position by the Government with every confidence. The Government have been actuated by the idea of getting a man who, in their opinion, is the very best available for the position, and in the circumstances the choice has fallen upon Mr. Ellis. I think the House will agree that the appointment was a wise one. The new Commissioner is 47 years of age. He is an engineer, and served for nine years with a well-known firm of railway and public works contractors in England, on dock and railway work for the London and North-Western Railway Co. For the ensuing 16 years he was employed in the Queensland Railway Department, and for the past seven years he has served with the West Australian Government, first as engineer for railway construction in the Public Works Department, and then as assistant chief civil engineer. He is a corporate member of the Institute of Civil Engineers of London, and of the Institute of Engineers of Australia. He has held office as chairman of the West Australian division of the Australian body, and is a member of the West Australian council. He has lectured in the Universities of Queensland and Western Australia, and on different occasions represented the Queensland Government in Arbitration Court proceedings. His experience has been wide and varied in all matters appertaining to railways, both as regards design and construction, and his methods have always indicated the completion of a sound training. He is a man of strong character, and has proved himself an excellent organiser, a tactful controller of labour, and a thorough, accurate and reliable engineer of very considerable executive ability. In view of the Commissioner's qualifications, and the time, thought and mature consideration which the Government have given to this matter, I trust the appointment will be approved.

MR. LATHAM (York) [4.48]: I am not going to oppose the motion. I desire to associate myself with the remarks of the Minister concerning the services rendered to the State by Mr. Evans. The recent holder of the Commissionership acted as Commissioner

for some time before he was appointed, notably during the leave that was granted to Colonel Pope, and during the time that the latter was ill. Mr. Evans acquired a great deal of knowledge during that period, and proved conclusively to the Minister and, I think, to the people, that he was competent to carry out the work.

The Minister for Railways: And to the Government.

Mr. LATHAM: We should congratulate ourselves that our railway service stands out so well from the financial point of view compared with the services in the other States. It has been the usual custom when a new Railway Commissioner has been appointed to arrange that he shall serve a probationary period.

The Minister for Railways: No.

Mr. LATHAM: There was no necessity for that in the case of Mr. Evans, because he was Acting Commissioner for a long time when relieving Colonel Pope. In the present instance a man has been taken from the service and appointed Commissioner for five years, without the Government having any intimate knowledge as to how he will carry out the job. I am not raising the question whether he can carry out the job, but we do know that when Colonel Pope was appointed he had to serve a probationary period of six months. In all important positions under State control a period of probation has been decided upon. In this instance, the Government have thought fit to lift Mr. Ellis into the position without any probationary period. I hope they have not made a mistake.

The Minister for Railways: The present procedure seems to comply with the terms of the Act.

Mr. LATHAM: It is a good safeguard to have a probationary period. Mr. Ellis has been in the State for only seven years. I believe from the professional point of view he has done his work admirably. That is somewhat different from giving him control of approximately £24,000,000 worth of assets with an annual revenue of £3,000,000. If he had merely been placed in control of civil engineering, it would have been a different matter. I do not know Mr. Ellis, and do not question his capability, but I think it would have been wise if the appointment had been made for six months. The Government must have had great difficulty in making a selec-

tion. If I had been in the Minister's place I would certainly have tried to select a man who had more financial experience and knowledge that Mr. Ellis seems to possess. Time alone will prove whether this appointment is a wise one or not. The position is one that carries great responsibilities. There are times when members complain about the services rendered by the railways. I hope Mr. Ellis will bear in mind that the system exists to serve the industries of the State. I agree with the Minister that the railways must endeavour to make ends meet. At the same time, it should not be imagined that they are running the State, because they exist to serve the interests of our industries. If they do not carry out this purpose, we shall soon get into a still more hopeless position. Many complaints come from agricultural areas. I hope the Minister will draw the attention of the Commissioner to the remarks that were made last session. If the railways are going to serve the purpose for which they are intended, the defects that exist must be remedied. They may be minor defects, but may assume large proportions if not attended to. In a little while we may find our railways are very much in disfavour, particularly as progress compels us to acknowledge the existence of road transport. I know that this side of the House will give Mr. Ellis every opportunity to get into his stride, and will not unfairly criticise his endeavours. I trust the appointment will prove to have been a wise one. We know there are good men in the railways who for many years have been associated with it and given the State good service. However that may be, I hope Mr. Ellis will justify the confidence that has been reposed in him. I regret a probationary period was not fixed, so that if the job turned out to be too big for him we would be in a position to make a change. It is difficult to remove a Commissioner who has been appointed for five years, because that would have to be done by resolution of both Houses. I do not know that we would be able to lay charges or inefficiency against him, since it would be difficult to prove them. He certainly has a big job ahead of him.

The Minister for Railways: He is a big man, too.

Mr. LATHAM: I hope he will be big enough for the position. I do not propose to offer any objection to the appointment,

except that I regret Mr. Ellis does not appear to have had as much experience in financial matters as he has had as a civil engineer.

MR. LAMBERT (Yilgarn-Coolgardie) [4.55]: I congratulate Mr. Ellis upon his appointment, but regret that consideration was not given to the appointment of additional commissioners. In view of the enormous capital involved in the railways, it is beyond the capacity of any one man to control them. We have the better part of £24,000,000 involved. That in itself does not express everything indicative of the importance of the system. The fact that the railways represent the life artery of our primary and secondary industries spells very much for the good or ill they may do in the future development of Western Australia. While I believe Mr. Ellis possesses many outstanding qualifications, I still think it is not possible for one individual effectively to control the system.

Hon. W. D. Johnson: Divided control is never a strong control.

Mr. LAMBERT: It was found necessary to create a board for the co-ordination of road transport, having regard to the progressive encroachment of mechanical appliances upon the sphere of our railway activities.

Hon. W. D. Johnson: That involves totally different considerations.

Mr. LAMBERT: When that board is created, the railways must of necessity play a most important part, and the interests of the railways as well as the public will call for the most serious consideration. If three railway commissioners were appointed, two of them could be charged with the responsibility of eliminating some of the obsolete services that exist in the railways. The existing passenger service between Fremantle and Midland Junction should go by the board. The sooner the century-old steam locomotion between those two centres is scrapped and electricity is brought into play, the sooner shall we have an efficient and economical service. It is to be regretted that consideration was not given to that aspect of the question. The control of our electrical development should be placed in the hands of commissioners, as is done in other parts of the world. I believe for that additional reason, consideration should have been given to the appointment of extra commissioners. The

whole question of co-ordinating the electrical supplies of the State must loom large on the political horizon sooner or later. The time must come when we will have to take into consideration whether we will allow small and more or less unimportant electrical units to be dotted all over the State, or whether the electrical supply as a whole shall be centred under one control. I do not know whether my remarks are strictly in order on a motion such as that moved by the Minister, but in view of the outstanding features in connection with the railway system—it would be different if we had but a small length of railway line between Fremantle and Midland Junction or Northam, instead of the 3,000 miles of railway line throughout the State, and it would also have been different if we had not the huge mounting deficit on our railway workings—I think the note of warning sounded by the Leader of the Opposition regarding the probationary period that might well be provided in connection with such important appointments, is worthy of some consideration. In view of the grave necessity for the co-ordination of mechanical transport throughout the State, I think we should consider whether it would not have been preferable to have had three Commissioners instead of one. In many respects and from many angles, the railway system has an important bearing not only on the finances of the State, but on the question whether primary industries can be carried on successfully and economically. I support the motion.

MR. SAMPSON (Swan) [5.3]: I am pleased that the Minister has continued the principle of appointing one Commissioner of Railways. I am not one of those who believe that if there is a difficult job to be done, it will be carried out more easily by a multiplication of officers. If the right man is selected, he will be better able to carry out the work than if he is merely one of two or three in charge of the operations. Too often in partnerships it is found that much of the effort of the more capable man is stultified or limited in overcoming the opposition he encounters from his fellow member of the firm. In my opinion, the Minister adopted the right principle in appointing one commissioner only. I agree with the Leader of the Opposition that it might have been wise to have had a probationary

period for six months, but, at the same time, there are arguments that can be used in opposition to that suggestion. I merely rose to say that the limitation of responsibility, as implied by the remarks of the member for Yilgarn-Coolgardie (Mr. Lambert), would not be in the best interests of the railway system, or of any similar undertaking where big efforts are required.

Mr. Lambert: It would not have been flattering to me if you had agreed with my remarks.

Mr. SAMPSON: I quite appreciate the fact that the hon. member is so well satisfied with himself that that would be an impossibility.

Mr. SPEAKER: Order! The hon. member will address himself to the Chair.

Mr. SAMPSON: If I pointed out reasons that indicated disbelief in the thought that emanated from the member for Yilgarn-Coolgardie—

Mr. SPEAKER: That has no connection with the motion in any shape or form.

Mr. SAMPSON: In my opinion, the appointment of one commissioner is in the best interests of the State, and I hope the result of the work of Mr. Ellis will be all that we could desire.

HON. W. D. JOHNSON (Guildford-Midland) [5.6]: Representing, as I do, a constituency that is affected to a very large extent by the railways and by the capital expenditure involved in that system, and because of the fact that a large proportion of my constituents are employees of the Railway Department, I feel that, although I did not intend to offer any comment on the recent appointment of Mr. Ellis, I might be misunderstood if I were not to contribute a word of praise to the past administration of the system. My experience of the former commissioner, Mr. Evans, was one of general satisfaction, from a representative point of view. It is true that members of Parliament have no definite rights in connection with the Commissioner of Railways. Under the provisions of the Railways Act, members of Parliament are not permitted to introduce a deputation or make representations to the Commissioner of Railways. Their duty is to take up with the Minister, matters requiring attention. There are occasions when a member of Parliament can have a word with the Commissioner of Rail-

ways regarding matters of State importance, and the practical common sense brought to bear by Mr. Evans on little matters that, if not dealt with properly, might develop into major problems elevated him in my estimation. He was a man who could always say "yes" or "no" definitely, so definitely that one had to accept his decision as final. If he promised that a thing would be done, it was done; and if he said that something could not be done, that had to be taken as the final decision. I must pay a tribute to Mr. Evans for the part he played in connection with the Collie coal investigation for the protection of the State against exploitation.

Mr. Raphael: The member for Collie does not agree with that.

Hon. W. D. JOHNSON: There may be room for a difference of opinion, but the fact remains that Mr. Evans always brought to bear a lot of common sense when participating in negotiations—

Mr. Wilson: I never noticed it.

Hon. W. D. JOHNSON:—on matters of grave concern to the State, and particularly to the railway system, for the control of which he was responsible. I do not desire to go into details, nor do I propose to participate in the argument regarding the relative advisability of appointing one or three Commissioners. There is a lot to commend the suggestion for a probationary period affecting appointments of such importance. We cannot appoint three Commissioners, so it is useless labouring the question. Had a probationary period been suggested, I would have felt bound to offer my views just as strongly in opposition to the appointment of three Commissioners as the member for Yilgarn-Coolgardie (Mr. Lambert) did in advocacy of the three Commissioners. My experience has always taught me to concentrate control and responsibility in one mind. Where there is divided control and divided responsibility, we never get efficient administration. I have consistently opposed the appointment of more than one Commissioner, and I trust Western Australia will never depart from the practical results and satisfactory administration we have experienced, as compared with the three-Commissioner control that has been experimented with in other parts of Australia. I do not know Mr. Ellis, beyond having met him once when I called upon him. His

papers would lead one to appreciate the fact that he has had extensive practical and technical railway experience, and one would imagine that the education he has received in his profession will assist him just as that type of experience helped Mr. Evans in his administration. I desire to pay my tribute to Mr. Evans respecting the satisfactory service he rendered the State during the past five years, and I extend to Mr. Ellis my best wishes for a successful term of office. I believe the Government, in the circumstances, have made a wise choice.

MR. WITHERS (Bunbury) [5.12]: I desire to add my tribute, but I do not wish to be misunderstood. When speaking on the appointment of Mr. Evans to the Commissionership of Railways, I said I thought the Government had appointed a man who was too old to grapple with the position that then confronted him. A good deal has been said regarding the merits of Mr. Evans in his capacity as Commissioner of Railways, and the tributes may be quite justified regarding his general control of the system from a railway point of view and in accordance with the old orthodox procedure. At the time of his appointment, I suggested that the task ahead of the Commissioner required the appointment of a younger man for a probationary period, and gave as my reason the strenuous times and extremely difficult conditions. On this occasion, I believe the Government have acted wisely in selecting a much younger man for appointment to the Commissionership. As to the suggested probationary period, the five years for which the Commissioner has been appointed represents such a period. Certainly a Commissioner can do some little harm in that time, but, nevertheless, should Mr. Ellis not make good in his first five years, Parliament will then have an opportunity to make a fresh appointment, if dissatisfied with Mr. Ellis's administration. That was not the position when Mr. Evans was appointed, because he was chosen to occupy the post for five years at the expiration of which he was due to retire from the service. I do not suggest that that furnished a lack of incentive, but at any rate there was not, in those circumstances, the inducement to display initiative and energy that would have been apparent

had a younger man been appointed to such a responsible position. I was greatly impressed by the first interview granted by the newly appointed Commissioner of Railways, seeing that he made it clear that the first thing he would have to deal with would be the co-ordination of traffic. That phase of the transport problem is the bugbear not only in this State and throughout the Commonwealth, but also throughout the world. It is a matter that has to be taken seriously into consideration. It has been neglected particularly during the past five years. With all respect to Mr. Evans, I do not think he was young enough to face the position and grapple with the difficulties associated with his task. Had the co-ordination of transport been grappled with four or five years ago, the position would not have developed to the stage it has reached to-day. If the former commissioner had endeavoured to do so, and had discovered that the Railways Act did not provide him with sufficient power, he could have asked for the Act to be amended. That was not done. I trust that the appointment of Mr. Ellis will demonstrate that we have secured the services of a man of ability, initiative, energy and progressive qualities to cope with the difficulties confronting him. He is a young man and there is ample scope for him to justify his appointment. I have pleasure in supporting the motion.

THE MINISTER FOR RAILWAYS

(Hon. J. C. Willecock—Geraldton—in reply) [5.15]: I desire merely to deal with the question raised by several members relating to the desirability of making the appointment on probation and for a limited period. First of all the Government considered that this was the most important appointment they had to make. We did not desire to be trammelled in any way and we advertised the vacancy throughout the Australian States. I am convinced that we would not have received applications that would have been worthy of consideration had we announced that whoever was chosen would have to go through a probationary period. No one holding a position of any consequence would have been prepared to surrender it to accept a post for a period of five or six months with the probability only of eventually being appointed for the full term of five years. I think we received about

30 applications from the Eastern States and most of them were from men of high attainments and excellent qualifications, some of which were at least equal to and perhaps a little superior to those held by the applicants in our own State. At any rate, they were equally good. I am certain that we would not have received any of those applications had we advertised the job for a probationary period of five or six months. Moreover, if someone had been appointed for so short a period, he could not possibly have become thoroughly acquainted with the system.

Mr. Latham: You could have seen how he was shaping.

THE MINISTER FOR RAILWAYS: Anyway, I am positive that under such conditions there would have been no applications from the other States. Recognising the supreme importance of satisfactorily filling the position, it was our desire to have as big a choice as possible, and that was the reason for advertising in the Eastern States. At least half a dozen of the applicants from other parts of Australia could safely have been offered the position and any one of them, had we known them better, might have been chosen. However, we were not familiar with their personality and temperament, but we were acquainted with the local applicants' qualifications, which we thought were what were required to make a successful administrator.

Question put and passed.

On motion by the Minister for Railways, resolution transmitted to the Council and their concurrence desired therein.

STANDING ORDERS SUSPENSION.

THE PREMIER: I move—

That so much of the Standing Orders be suspended as is necessary to enable messages from the Legislative Council to be taken into consideration on the day they are received.

Mr. SPEAKER: I have counted the House; there is an absolute majority of members present.

Question put and passed.

Sitting suspended from 5.32 to 9.0 p.m.

RESOLUTION—COMMISSIONER OF RAILWAYS.

*Appointment of Mr. J. A. Ellis—
Council's Message.*

Message from the Council received and read notifying that it had agreed to the resolution transmitted by the Assembly relating to the appointment of Mr. J. A. Ellis as Commissioner of Railways.

BILL—FINANCIAL EMERGENCY.

Council's Amendments.

Bill returned from the Council with a schedule of thirteen amendments.

THE PREMIER (Hon. P. Collier—Boulder) [9.10]: I do not think it would be fair to ask members to deal with these amendments to-night. This is the first I have seen of them. Although I am informed they are practically identical with the long list of amendments which appear on the Notice Paper of another place, covering nearly three pages, we would have to accept this as being so, because there has been no opportunity to examine the amendments and ascertain whether or not they really are the same as those which appear on the Notice Paper. I have had some notes supplied to me regarding the amendments that were made in another place. I personally would have to accept the accuracy of the notes in order to go on with the amendments to-night, and members would have to accept my word for the effect of the amendments. That would not be quite fair. Moreover, I have not, and I do not think any other member has, read the report of the select committee appointed by another place and presented this afternoon, nor have we any knowledge of the evidence given before it, upon which I understand many of these amendments have been framed. In order to afford members the time in which to read the report of the select committee, and perhaps some of the evidence, and consider the amendments which have been made, I move—

That consideration of the Council's message be made an order of the day for the next sitting of the House.

Question put and passed.

House adjourned at 9.14 p.m.