

beginning to end of the bill. There was nothing in this bill to prevent a civil servant, as soon as he insured his life for, say, £100, to assign it immediately to a friend or to a creditor. To make the bill of any value at all to a man's widow and family, provision would have to be made precluding the civil servant from doing away with his policy in any way, and for protecting it against creditors.

MR. RANDELL said he had himself intended to refer to that defect in the bill, and his idea was that some provision should be made for the regular payment of the premiums to the Colonial Treasurer, and that no policy should be transferable; otherwise the whole object of the bill would be defeated. As to the amount of premium, he understood the intention of the House was simply to provide for the surviving family of a civil servant, at his death, a sum equal to about one year's salary; and 2 per cent. would do that. But if it was desired to make a larger provision than that, perhaps it would be as well to leave the clause as it stood.

MR. MARMION thought it was very desirable that in making provision for a man's family at his death, such provision should be sufficient to keep them in decent comfort, and with something like the surroundings they had been brought up to; and in that case he did not think 4 per cent. would be too high, though at one time it had struck him as being rather a severe drain upon a man's salary.

Amendment, by leave, withdrawn.

Clause put and passed.

Progress reported.

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

LEGISLATIVE COUNCIL,

Wednesday, 21st November, 1888.

Estimates, 1889—Message (No. 8): Assenting to Bill—Goldfields Licensing Bill: in committee—Roads Bill: in committee—Law of Distress Amendment Bill: first reading—Adjournment.

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

PRAYERS.

ESTIMATES, 1889.

The House went into committee for the consideration of the Estimates.

His Excellency the Governor, Item £743 16s. 8d. read:

Question—put and passed.

Legislative Council, Item £1,175 read:

Question—put and passed.

Colonial Secretary, Item £1,699 read:

Question—put and passed.

Treasury, Item £1,500 read:

Question—put and passed.

Audit, Item £1,380 read:

Question—put and passed.

Surveys, Item £18,081 read:

MR. SHOLL asked the Surveyor General what he intended to do with all this money? He noticed a lump sum of £10,000 for surveys alone, which was a considerable increase upon last year's vote, and the least the House could expect was to be informed how it was proposed to spend it.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said that in former years it had been customary to divide the vote for surveys into different divisions—so much for each division of the colony; but last year the House thought it would be better to leave the matter in the hands of the Governor, allowing him to expend the vote in such parts of the colony as he thought most desirable; and he could not help thinking that the House acted wisely in doing so. He was not aware that there had been any cause for dissatisfaction with the way in which the money had been spent; if there had, he should like to hear of it. In a colony like this it was impossible to decide beforehand what part of the colony it might be necessary to have surveys carried out, especially with the comparatively small vote granted

for the purpose. The whole of this £10,000 could easily be spent, and advantageously spent, in one division of the colony; but he must not disregard the claims of other divisions. At the same time, he thought it would be unwise to hold him to any particular sum for any particular district. There was no knowing what we might want in the way of surveys, in connection with our goldfields, both in the Eastern districts and at the North. He hoped the committee had sufficient confidence in him to entrust him with the spending of this vote, without restricting him to any particular district or division of the colony.

MR. MARMION said it was not a question of want of confidence in the head of the department at all, nor of any doubt that the money would be judiciously expended. But he thought the House had a perfect right to know how it was proposed to expend it. It was quite a new departure that when members asked for an explanation as to how a large sum like this was going to be spent that they should be simply told they could rely upon the money being properly spent. This was a new departure entirely, and he did not care for it. How did that House know what the ideas or the intentions of the Surveyor General were; or how was the Surveyor General to know what the wishes of the House were, if there was to be no discussion on this vote at all, and no information vouchsafed to them one way or the other. This sum was equal to one-fortieth of the whole of the colony's public expenditure, and surely they had a right to have some information as to how it was intended to spend it. No one had any wish to limit the powers of the head of the department, or to interfere very much with his discretion in these matters; still it was only right they should have some idea of what his intentions were.

MR. RICHARDSON said the Commissioner of Crown Lands had the reputation of making the money voted for his department go as far as possible, and the House had every confidence in him; at the same time it would be satisfactory to members, and to the country at large, if he were to sketch out how he proposed to distribute this vote. Beyond this, he thought it was better to leave the hands of the Commissioner unfettered. No one

knew what might happen in the way of settlement during the year, or what surveys might be absolutely necessary.

MR. SHOLL said it was not from any want of confidence in the Surveyor General that he had asked for some explanation, but he thought the committee would be glad to be informed how the hon. gentleman proposed to spend this £10,000. If they were not to receive any information from the Government as to how they intended spending these votes, they might as well pass the whole Estimates in a lump sum.

MR. KEANE thought hon. members were doing their level best to raise a storm in a teapot over this matter. He thought that in the existing state of the colony, with our goldfields in course of being developed, and no knowing what a day might bring forth, it would be very difficult indeed to determine beforehand what surveys should be undertaken. Within the next three or four months they might want a large portion of this sum expended upon surveys on these goldfields, and, if they were to tie the hands of the Commissioner, there would be nothing but growling hereafter because the work had not been done.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said this was such an extensive country and the demands upon the Survey Department were so great, and the vote placed at his disposal was comparatively so small, that it was not at all necessary he should sketch out in his mind how he should be able to spend the vote. He knew that three times £10,000 would not do the work that was waiting to be done. Even to survey lands already selected in this South-Western division of the colony alone would swallow up the whole of this £10,000, and more. He expected that not less than £20,000 would be required to bring the surveys anywhere near up to date. Therefore it was not necessary that he should take much time to sketch out how he could spend this small vote, and spread it over the whole of the colony; but he was quite prepared, in a very few words, to give hon. members some idea as to how he proposed to spend it, so far as the information before him at the present time went. He proposed to devote £1,000 to the Kimberley district; probably £1,000, or a little more, to

the North-West district, including possibly some necessary surveys in connection with the Pilbarra goldfields: another £1,000 he proposed to expend in the Eastern division. These three divisions would absorb from £3,000 to £3,500 probably; and the balance he proposed to spend south of the Murchison river. This would be devoted to the surveys of lands already taken up, also in the inspection and surveys of lands for agricultural areas, in order that they might get the 46th clause of the regulations into active order. So far as he knew at present, that was how he proposed to apply this vote.

MR. A. FORREST said if the hon. gentleman had given them this information before, there would not have been a word said. He was perfectly satisfied himself.

MR. MORRISON said the only fault he had to find with the Surveyor General was that he had not asked for enough. [THE COMMISSIONER OF CROWN LANDS: What's the good of asking?] He thought we ought to have our surveys brought up much nearer to date than we now had. Possibly there would be a rush before long, and he should like to know how we were going to overtake the work then. He thought it was a wise plan to vote this money in a lump sum like this, and let the Government use it where it was most required. He was only sorry the vote was not a much larger one.

Item put and passed.

Customs, Item £7,876:

MR. SHENTON said he thought it was very necessary there should be a tide-waiter at Roebuck Bay; the pearlers called there, and he believed the Customs would gain a good deal more revenue than it did at present. There was already a telegraph station there.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said the matter had not been lost sight of, and, later on, he proposed asking for a vote, which would be necessary, following upon Roebuck Bay being declared a port.

MR. HORGAN called attention to the large amount asked for to pay officers occasionally employed and to provide extra labor on the wharf.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) pointed out that it was cheaper to employ extra hands, occasion-

ally, when there was a heavy pressure of work, than to increase the permanent staff.

Works and Railways, Item £58,321:

MR. A. FORREST said he did not wish to criticise the estimates of the Commissioner, but he should like to draw attention to the fact that the expenditure of this department for next year was estimated at £58,321, whereas the estimated revenue from railways was only £50,000—or, in other words, we proposed to spend between £8,000 and £9,000 more than we expected to receive. He should like to know how long we could expect this state of things to last on our railways.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said if the hon. member had taken the trouble to glance through the departmental Estimate he would have seen that it provided for other things besides railways. The vote included tramways and the telephone exchange, from which there were receipts, besides the receipts from railways, which would bring up the total estimated receipts to nearly £54,000. In addition to that there were charges in connection with the Works Department included in this vote, which had no right to be charged to Railways. He would further remind the committee that on the Eastern line there was an increase in the train mileage, and also additional mileage in connection with the Geraldton-Greenough line. Provision was also made for an increase of £100—and a very well-deserved increase, which he was very glad to see—in the salary of the Superintendent of Telephones. Notwithstanding all these extra charges, the whole increase in the estimated expenditure, compared with that of the present year, was only £194, which he did not think left much ground to cavil at. There was a reduction in nearly every item, except under the head of repairs, and he need hardly point out that the older our engines and our carriages, and our stations became, the more attention they would require in this way. Much of this was due to the insufficiency of our stock of locomotives, as he had pointed out in his report.

MR. A. FORREST thought it was very desirable there should be a commission or some inquiry, to see if we could not reduce this railway expenditure,

seeing that we were losing money day after day, besides having to pay the interest on the capital spent in building these railways. Something ought to be done to make both ends meet, or the day would come—and it couldn't be far distant—when we should have to close up our railways. We could not afford to go on like this, losing money every year. He hoped some member more competent to deal with the subject would take up this cue. He did not blame the Commissioner so much; no doubt he did his best to economise and to keep up the efficiency of his department; but he thought there ought to be something done so as to make our railways yield some percentage of profit, however small.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said the hon. member had started a totally new idea in that House,—that every department of the public service should pay its way and yield a profit. That was certainly a new idea. It would be just as well to say that the postal department ought to pay, and that if it didn't we ought to shut up all our post offices. Nothing in the world would give him greater pleasure than to see our railways pay, but he was afraid it would not be yet awhile. The hon. member was probably aware that the routes of these railways, with their branches, were fixed by that House, and that, too, irrespective of whether they would pay or not. These railways were built for opening up the country; and that they were doing, and doing thoroughly. In none of the other colonies had their railways paid at the first going off, nor for many years afterwards. In New South Wales, the oldest of the colonies, they did not even pay now any interest on the capital expended. The only colony where they did pay was Victoria, and that was since their railways had been placed in the hands of a board, which was working them on a proper commercial basis. It was only two or three sessions ago that the House reduced the freight rates on our Northern Railway by one half, and what was the result? Although they carried 75 per cent. more goods last year, the actual receipts showed a loss of nearly double what it was the year before.

Mr. SCOTT said he found that the Government last year over-estimated

their revenue from several sources, and he should like to know what grounds the Commissioner of Railways had for estimating the revenue from railways next year at £50,000, which was nearly £10,000 more than the revenue for 1887, and a great deal more than that in excess of what the revenue was likely to be this year.

Mr. RICHARDSON said he could point out one item of revenue that might be increased, and that was the Roebourne-Cossack tramway. He noticed that the working expenses of that line were put down at £2,500, and the revenue at £2,500, so that the profit would be *nil*. If that tramway were let, he would answer that the Government would derive a certain amount of revenue from it.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) did not suppose the hon. member had had as many years' experience of tramway working as he (the Commissioner) had; and he did not think £200 a month for working that line, with four trains a day and two luggage trains, was excessive. He should like the hon. member to point out any other tramway in the world that was worked as economically. He might say that this year it had paid $2\frac{1}{2}$ per cent. over and above its working expenses, and he believed that the receipts next year were more likely to be £3,000 than £2,500. He was unable to frame an exact estimate when he gave those figures, as the returns had not reached him. He should like to take this opportunity of publicly testifying his appreciation of the economical and satisfactory way in which Mr. Owen, the resident engineer, had worked this tramway.

Mr. SHENTON concurred with the hon. member for Kimberley that it was a very serious matter to find that our railways were being worked at a loss, year after year. Although the loss was not so great as the hon. member had made out, still it amounted to about £3,200, in addition to which there was the interest on the capital charge. He could not help thinking, on looking through these Estimates, that some economy might be effected in the staff, especially at head quarters and at Fremantle. There was another item on which he thought there might be a considerable saving made. He referred to

the item "Wages for gangers and plate-layers, £7,600." He was afraid there was no proper supervision exercised over the men at work on the line; they did not go to work very early, but they took good care to knock off work early enough, and he did not think they did a fair day's work. He thought the country when it paid good wages to these men ought to get a good day's work out of them, and that a greater amount of supervision ought to be exercised over them.

MR. KEANE thought hon. members, when talking about our railways, should bear in mind that this colony was not like the other colonies, where they had a numerous population and a large trade, and that the mileage of our railways, in comparison with our trade and population, was considerably greater than in those colonies. They should also bear in mind the class of railways we had; he did not suppose it would be possible to have a more expensive class of railway. He did not think they could find a line in the other colonies that cost so much to work it as the line between here and Beverley. He should say that the relative expense of our railways was 50 per cent. greater than the average run of railways in those colonies; and they knew that there was very little traffic here. Of course the time would come when our railways, he hoped, would pay, when we had a larger population, and more country opened up; and, until that was the case, we must be content to pay for them. He thought they were very economically worked. He noticed that the loss in working was mainly due to the Northern Railway, which last year made a loss of £2,161, so that the total loss on the Eastern Railway was only about £1,000. It was perfectly ridiculous to expect these new lines to pay the interest on the capital expense.

MR. MARMION said he was perfectly well aware of the exceptional circumstances of this colony, and that it was not fair to compare our railway system with that of the other colonies; still he thought there was a very wide discrepancy between our working expenses and the revenue, even compared with our population. He noticed from the "Year Book" for 1886 that in all the other colonies the expenditure was less than the receipts, and in some of them there

was a considerable margin. In this colony we had not yet arrived at a stage perhaps when it was necessary we should have a Board to manage our railways, but that was no reason why they should not be managed on commercial principles.

THE COMMISSIONER OF RAILWAYS (Hon. J. A. Wright) said the hon. member must know—or, if he didn't know, he would ask him to imagine—that every economy was exercised in the working of our railways, and that the expenses would be less than they are, but for the insufficiency of our rolling stock, and our having in consequence to run our engines in serious want of repair, owing to our inability to put others in their place. The working of our branch lines was also an additional item. But, notwithstanding all these drawbacks, and the expensive character of our lines, they were worked at less than half the cost the railways, generally speaking, were worked, per train mile, in the other colonies. The statistics referred to by the hon. member for Fremantle depended altogether upon the circumstances of each colony—the population, trade, agricultural settlement, and so on. Take the line from Guildford to Chidlow's Well, through what he might call a barren wilderness; the traffic on a portion of that section would not pay for the grease for the wheels, yet the trains had to be run, and a most expensive section it was. Yet, after all, the cost per train mile of running—although we had the most difficult line in Australia probably—was 50 per cent. less than in the other colonies, which was a proof that every economy was being exercised.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) pointed out that these railways had the effect of opening up the country and of bringing more land under cultivation, so that they increased the revenue of the Land department.

The vote was then put and passed.

Postal and Telegraph Department, Item £34,345 :

MR. MARMION asked what arrangement the Government had made with the Beverley-Albany Railway company for the conveyance of the mails to Albany next year.

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said he was unable to

give the information asked for, then, but he would obtain it from the Postmaster General. It would be observed that there was a reduction of £5,000 in the vote for this department next year, which could not be otherwise than satisfactory to hon. members.

MR. SHENTON moved that progress be reported, so that the Colonial Secretary might obtain the information asked for.

Motion agreed to.

Progress reported.

MESSAGE (No. 8): ASSENTING TO BILL.

A Message was received from His Excellency the Governor, assenting to the Church of England Trustees Bill.

GOLDFIELDS LICENSING BILL.

The House went into committee on this bill.

Clause 1—Warden to have powers of Licensing Bench:

MR. PARKER said these Licensing Boards granted certificates, not licenses. The Colonial Treasurer granted the license. Would it not be as well to provide that the Warden should exercise that power, as well as the powers of the bench?

THE ATTORNEY GENERAL (Hon. C. N. Warton) said the efficient operative words of the clause were those which enacted that the licenses granted by the Warden shall be in force to the end of the year in which the same shall be granted. That was enough. The schedules were prepared in accordance with the clause.

The clause was then put and passed.

Clause 2—Form of application for license:

THE ATTORNEY GENERAL (Hon. C. N. Warton) said that upon the motion for the second reading of the bill, objection was taken to the difficulty there would be on a goldfield in giving the notices required under the Wines, Beer, and Spirits Sale Act, and, in order to avoid that difficulty, he desired to move that the following words be added to the clause: "Provided it will not be necessary to give the notices required by that Act."

Amendment agreed to.

Clause, as amended, put and passed.

Clauses 3 and 4 — Construction and short title:

Agreed to.

MR. MARMION thought a great deal of trouble might arise through a bill of this nature being made applicable generally to all goldfields, whether declared goldfields or not. He thought it would be well to limit its application to proclaimed goldfields.

THE ATTORNEY GENERAL (Hon. C. N. Warton) said there was some force in what the hon. member had said, and a new clause would be necessary, limiting the operation of the bill to such goldfields as it was applicable to. He moved the following new clause be added to the bill: "Whenever it shall appear to the Governor in Council that it is expedient that the provisions of this Act should no longer apply to any goldfield, it shall be lawful for him, by proclamation in the *Government Gazette*, to direct that the said provision shall no longer apply thereto, and upon publication of such proclamation the provisions of this Act shall no longer apply to such goldfield."

Agreed to.

Bill reported.

ROADS BILL.

This bill was further considered in committee.

Clause 54 (adjourned debate):

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) moved to strike out the following words, in respect of compensation for damage: "or occasioned by reason of the severance of such land from other lands of such owner, or by reason of other lands being otherwise injuriously affected by the taking of such first-mentioned land, as aforesaid." The clause was sufficiently explicit, he thought, without these words, which would only make it more complicated, and he thought it would be unduly pressing upon roads boards. Severance was a very difficult matter to deal with in estimating compensation. These boards would only be exercising the power reserved by the Crown in regard to the resumption of land, and they ought to be able to take it without compensation for severance, or by reason of other lands being "injuriously affected"—which was a very vague description of an injury.

MR. SHENTON was opposed to the words being struck out. A man's block of land might be completely destroyed by the way in which a road might be marked through it; and, surely if the value of a man's freehold land was destroyed for the benefit and convenience of the public, the owner having already paid the Government full value for it, he ought to be compensated.

THE ATTORNEY GENERAL (Hon. C. N. Warton) did not think the hon. member knew the origin and object of these words. They were taken from the lands clauses in Acts relating to railroads; and the cases which generally came under those clauses were cases of compensation for injury occasioned by the vibration of passing trains; and he submitted these words were not at all applicable to a bill dealing with roads, like this. It was all very well to look at the rights of owners of land; we had also to look at the rights of the public. A provision like that was all very well in a country like England, where people had wealthy railway companies to deal with, and not a poor road board, who had to make roads for a colony like this, as cheap as they could, with the slender sources at their command, and depending chiefly upon the votes of that House.

MR. SHENTON said the same provision appeared in our Railway Acts in this colony, and it was the same people and the same Government we had to deal with in the case of railways as in the case of roads. He had the honor to represent a district where there were more peasant farmers than there were in any other district in the colony, and it was in the interests of this class of land owners that he stood up to oppose the striking out of these words. It was all very well to talk about a "poor road board"; but how about the poor cockatoo farmer? Surely it would not be fair to take away this man's land without giving him some compensation. It was not the large land owner that this clause would affect, but the small man.

MR. RICHARDSON did not see what harm the words would do, if left in. It was all very well to talk about "vibration," and drawing what the hon. and learned member for the North called a red-herring across the track. What these

words referred to here was severance, not vibration. The effect of striking these words out would be that no one could claim one cent. of compensation for any damage caused by the severance of highly improved land by a road. [THE COMMISSIONER OF CROWN LANDS: Neither can you under the present law.] It ought to be; and that was the object of this clause. It was all very well to talk about the colony not being able to stand it. It was the landowner who had to stand it, and the least we could do for him was to give him some compensation for the injury done to him. One man, the landowner, could stand it, but 40,000 people couldn't—that was the argument of the learned Attorney General, who might know something about railway vibration in England, but couldn't know much about colonial roads.

MR. RANDELL pointed out that the injury caused by the severance of land was a continuous injury. Other damage done might be restored or remedied but the damage caused by severance was a damage that continued for ever, which was a very important element for consideration.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said the striking out of these words would not prevent compensation being obtained for the value of land taken, or the damage caused to any buildings. Hon. members, it appeared to him, did not like giving up anything from the landowner's point of view, and he supposed it was no use pressing his amendment.

Amendment, by leave, withdrawn.

MR. H. BROCKMAN moved to insert the following words after the word "aforesaid:—" "The board shall not disturb or do any damage to any fence upon any such lands, nor enter upon any such lands when fenced, except through the existing and usual openings in such fence. Provided that if there be no such opening convenient for the use of the board, it shall be lawful for the board, on giving one week's notice in writing of their intention so to do to the owner or occupier of such lands, to open any such fence; and in such case the board shall erect a swing gate at such opening, which gate shall be kept closed by the board; and any person

"leaving open such gate shall be liable, "on conviction thereof, to a penalty "not exceeding Ten pounds." The hon. member said all he wished to provide against was this: if a board found it necessary to enter upon a man's fenced land to get material for road-making, and there was no opening in the fence for them to get in and out, they should be allowed to make an opening, provided they put up a gate, so as to prevent any stock escaping from the paddock while they were carting their material.

MR. SHENTON said he had much pleasure in supporting the amendment. The district which he represented had sent him down a similar proposition. When a board made an opening through a man's fence so as to get at a gravel pit or a quarry, it was only right they should put up a gate, to keep the stock in, while they were at work.

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said he had no particular objection to the amendment, but he thought it would be unnecessarily severe upon these roads boards. Take the case of a paddock with a 3-rail fence; why should a board, if they wanted to get a little gravel out of that paddock, have to go to the expense of putting up a swing gate? Surely three bars would be as secure as the old fence. He thought it would be quite sufficient if they called upon the board to make good the fence, and to see that no stock got out. If a board allowed a man's stock to get out, they would be liable for negligence. He also thought a week's notice was altogether unnecessary, so long as care was taken to secure the stock in the paddock from escaping.

MR. SHENTON said there were very few 3-rail fences now; they were principally wire fences; and it would be necessary to have a gate if the fence was broken through.

MR. KEANE said the Commissioner of Crown Lands seemed to think that a road board, like the king, could do no wrong. He thought the week's notice was very necessary, so that the owner of the paddock might be on his guard against his stock getting out, for the probability was, if the board did put up a gate, their men would leave it open when they knocked off work.

MR. RICHARDSON said nobody but a lunatic or the Government would think of putting up a 3-rail fence in these days; the rule now was a wire fence or wire netting for all stock paddocks. He thought it would be better, in the interests of the boards themselves, that they should be called upon to put up a gate, rather than lay themselves open to be prosecuted for damages caused through the loss of valuable stock. The Commissioner of Crown Lands told them they did not seem to care for the interests of the road boards; that all they thought of was the interests of the landowner. He thought there was good reason for that, because the rights of the roads boards were very well protected by this bill, and they had a very strong champion in the hon. gentleman in charge of it.

The amendment was agreed to, and the clause, as amended, put and passed.

Clause 55—Notice of intention to take land, for the purposes of a road, to be given by the board:

THE COMMISSIONER OF CROWN LANDS (Hon. J. Forrest) said he believed he had at last an amendment that would meet with general approval. They had heard a great deal about the powers proposed to be placed in the hands of the roads board in resuming portion of a man's land for making a road, but these powers were only such as were already reserved by the Crown. The rights of the Crown, however, were limited to one-twentieth of the full area of the land, and he did not think it would be fair to allow a roads board to take any more, without paying compensation for the quantity in excess. He therefore moved to add the following words: "Provided that if the area of land so taken shall in any case exceed, together with any land that may have previously been taken, one-twentieth of the full area of the land comprised in the location as originally granted by the Crown, or held under conditional rights of purchase from the Crown, the board taking the land shall pay to the owner thereof such compensation for any excess over the said one-twentieth as the Governor in Council may direct."

MR. RICHARDSON said he had an amendment to propose upon the amendment of the Commissioner of Crown Lands. The amendment now before them

only recognised the principle of compensation for the bare value of the land—nothing about improvements, or severance, or the injury done by depriving a man of his water frontage, and the consequent depreciation in the value of his property. It was never contemplated, when the Crown reserved to itself the right to resume one-twentieth of a man's land, that it should be allowed to destroy the value of the rest of the land, without compensation. He proposed to move an amendment providing for compensation in such cases.

MR. PEARSE moved to report progress, in order that the hon. member's amendment might appear in print, before they proceeded to discuss it.

THE CHAIRMAN suggested that the better course would be for the hon. member to move his amendment, upon the re-committal of the bill, and, in the meantime, he might give notice of it.

MR. RICHARDSON said he would do so.

Motion to report progress negatived.

The amendment moved by the Commissioner of Crown Lands was then put and passed, and the clause, as amended, agreed to.

Clauses 56 to 69 inclusive, were agreed to, without discussion.

Progress reported, and leave given to sit again.

LAW OF DISTRESS AMENDMENT BILL.

Read a first time.

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

LEGISLATIVE COUNCIL,

Thursday, 22nd November, 1888.

Estimates, 1889: further considered in committee—
Roads Bill: further considered in committee—
Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

ESTIMATES, 1889.

Postal and Telegraph Department (adjourned debate):

THE COLONIAL SECRETARY (Hon. Sir M. Fraser) said the committee had reported progress in order that he might obtain from the Postmaster General some detailed information with regard to the item "Conveyance of inland and foreign mails," for which a sum of £11,000 was asked. He had done so. From the sum of £9,000 for inland mails a total amount of £5,209 7s. 4d. had to be provided for contract services, particulars of which he would lay on the table. During the first two months of 1889, it would be necessary to continue the present coach service on a portion of the Albany line, prior to the opening of the railway right through; and a sum of £300 had been put down for this. Provision had also been made for payment of £1,200 to the Commissioner of Railways, for the conveyance of mails on the Government lines; and, finally, provision had to be made for the conveyance of mails to and from Albany by the W. A. Land Co.'s line, for which a sum of £2,000 was asked, in addition to which arrangements had to be made for mail services for the settlements that were not served by that line, such as Kojonup, Williams, the Bannister. Coming to foreign mails, for which a sum of £2,100 was asked, the first provision made was for payment of our portion of the subsidy to the Pacific service, which calculated *pro rata*, amounted to £250. Next was the annual subsidy for the conveyance of mails between England and the colony, which amounted to £1,200 under the new contract—a considerable saving over the old, as under the new contract we only had to pay *pro rata* according to our population, whereas