

it would be found, at the next Session of Council, that those who opposed the compulsory principle of the Bill, as embodied in the 4th clause, would be found to reflect the opinions of the majority of the people of this Colony. The hon. member for Wellington said they had a duty to perform. So they had. And the duty which those who, like himself (Mr. Marmion), objected to this clause had to perform was to show a strong spirit of hostility towards the Bill, and to oppose its progress at every stage, in order to strengthen the hands of His Excellency, should he think proper to adopt the course which he had referred to,—veto the Bill and let the country express an opinion with regard to it. He had no doubt of the result. The division which was now about to take place could not affect the fate of the Bill, nor would it prevent hon. members hereafter from considering whatever amendments the hon. member for the Swan might propose in the 4th clause, but it would show His Excellency that, should he feel inclined to veto the Bill, he had a fair proportion of the elected representatives of the people in that House who were in accord with him.

The House then divided, when the original motion was carried, the numbers being:

Ayes	10
Noes	8

Majority for	...	2
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AYES.	NOES.
Lord Gifford	Mr. Hamersley
The Hon. A. C. Onslow	Mr. Higham
The Hon. M. Fraser	Mr. Marmion
Mr. Burges	Mr. S. H. Parker
Mr. Burt	Mr. S. S. Parker
Sir T. C. Campbell	Mr. Shenton
Mr. Grant	Mr. Stone
Mr. Randell	Mr. Brown (Teller.)
Mr. Venn	
Mr. Steere (Teller.)	

The amendment was therefore negatived, and the Bill committed.

IN COMMITTEE.

The preamble and title of the Bill were agreed to, and the third reading made an Order of the Day for Monday, September 5th.

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

LEGISLATIVE COUNCIL,

Thursday, 1st September, 1881.

Correspondence between Swan Roads Board and Superintendent of Roads—Reply to Message (No. 17): re Ocean Steamers calling at Fremantle—Municipal Institutions Act, Amendment Bill: second reading; in committee—Distillation Act, 1871, Amendment Bill: second reading—Law and Parliamentary Library Act, Amendment Bill: second reading—Brands Bill, 1881: third reading—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

CORRESPONDENCE BETWEEN SWAN ROADS BOARD AND SUPERINTENDENT OF ROADS.

SIR T. COCKBURN-CAMPBELL, in the absence of Mr. BURT, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to lay on the Table all correspondence to date between the Swan Roads Board, or its Chairman, and the Government, on the subject of the work done under the direction of the Superintendent of Roads on the Gingin road, together with the report or reports of those members of the Central Road Committee who inspected such work." The hon. baronet said he did not exactly know what the object of the hon. member for Murray was in moving for this correspondence, but he understood that its production would tend to remove a certain impression caused by some animadversions made upon the Roads Board.

The motion was agreed to.

REPLY TO MESSAGE No. 17: RE SUBSIDY FOR OCEAN STEAMERS CALLING AT FREMANTLE.

IN COMMITTEE.

THE COLONIAL SECRETARY (Lord Gifford) said the message received from His Excellency the other day—informing the Council that it was not impossible that the Netherlands India Steam Navigation Co., or some other line of ocean steamers, might be induced to allow their boats to call at Fremantle, if supported by this Government—was a very important one to the Colony at large. He might inform the House that the Government had received communica-

tions on the subject from the owners of two lines of steamers, one being, as His Excellency mentioned in his message, the Netherlands India Co., the other being a company trading between Hong Kong and some of the Australian colonies. With regard to the Netherlands Co., hon. members were doubtless aware that this company had lately entered into a contract with the South Australian Government for a service for which that Government paid a subsidy of £2,500 a year together with a remission of all harbor dues. The company had subsequently telegraphed to our own Government asking if we were prepared to make any proposals to induce their steamers calling here, but the Government did not feel at liberty to make any definite proposals without first coming to the House and asking for a subsidy. The suggested arrangement as regards this company was that their steamers should call at Fremantle six times a year on their outward trips and six times on their inward voyages. The company's proposed ports of call were Batavia (their starting point, Eastward), Port Darwin, Fremantle, Albany, Adelaide, Melbourne, and Sydney, and *vice versa*. The Government here, however, would wish the steamers to call at one of our Northern ports. The other company—the name of which he did not exactly know—traded between Hong Kong and Melbourne, *via* Queensland, and a proposition had been put forward, on its behalf, by a merchant at Fremantle, with the following itinerary: From Hong Kong to Singapore, with option of calling at Java: thence to Port Darwin and the Western Coast of this Colony, proceeding to Adelaide, Melbourne, and Sydney, and returning the same way, making three or four trips annually. He did not think these conditions would be regarded as satisfactory as the other company's proposal. He had called upon the company's representative at Fremantle, who said that he would endeavor to induce the company to offer more definite terms, and to modify their proposals. He understood that this company intended running their steamers about October, whether they got a subsidy or not. He was sure the House would fully recognise the necessity of inducing some line of ocean steamers to call at Fremantle, al-

though we were not in a position to offer any very large subsidy. In fact, the Government did not see their way to offer more than £2,000 a year, and a remission of port charges. With regard to the latter they did not feel justified in entering into any long contracts as to exemption from harbor dues, but merely by way of inducement to inaugurate the service. The resolution which he had to move in reply to His Excellency's Message on the subject was as follows: "That this Council concurs in Your Excellency's Message No. 17, on the subject of inducing a line of ocean steamers to call at Fremantle, and will be prepared to vote a subsidy not exceeding £2,000 for such purpose, if placed on the Estimates by Your Excellency."

MR. SHENTON had much pleasure in supporting the motion. The object in view was one which many members of the Council had been endeavoring to attain almost since the present Constitution had been granted, and he was glad at last to find an offer made which was almost within their reach. Some hon. members might consider the subsidy rather large, in comparison with that offered by South Australia; but it must be borne in mind that the circumstances of this Colony, as regards freight and traffic, were very different to those of South Australia, where they had almost bi-weekly steam communication with all parts, while we were shut out from the East altogether almost, except by a circuitous and expensive route by way of Albany, Galle, and Singapore, which was actually longer than from here to England; whereas, if we could make arrangements with this or any other company for opening up regular and a more direct means of communication with Eastern ports, the advantages to this Colony would be obvious. Such a service would open up a market to which we could send our live stock, and the staple products of the Colony, which at the present time we were actually debarred from sending to the Eastern markets, in consequence of the absence of regular and direct communication. Although the Netherlands Company at present only proposed to call at Albany and Fremantle he felt sure that when they found that a thriving trade was to be done with our North-

West Settlements, and that it would not be much out of their way to call at some of our ports there, there would not be much difficulty in inducing them to put in at Cossack or Beagle Bay. He noticed that Albany was included in the itinerary of this company, but, in his opinion, there was hardly any necessity for their steamers calling at King George's Sound, and the *détour* would be very considerable, without giving any corresponding advantages. He therefore thought that the Government should not insist upon Albany being one of the ports of call, especially if thereby they could otherwise make more advantageous arrangements with the company. He hoped that the Council, without a dissentient voice, would agree to the motion, and that before many months they should find the Netherlands Co.'s steamers calling regularly at the port of Fremantle.

MR. BROWN said hon. members would have observed from the remarks of the noble lord, the Colonial Secretary, that the Government were in correspondence with two companies, one being the Netherlands India, which he stated proposed to trade between Batavia and the Eastern Colonies, taking in one of the ports of this Colony *en route*. The other company, which the noble lord did not name, proposed to trade between Hong Kong, Singapore, and the Eastern Colonies, calling at Fremantle on its way. He thought it desirable they should state, in their resolution, what part of the East we would like our steam service to connect us with,—whether we preferred a service connecting us with Singapore and Hong Kong, or with Batavia. For his own part, he was inclined to think it would be much more desirable to establish communication with Hong Kong and Singapore than with Batavia alone. There was one disadvantage, however, in connection with this service—that was to say, if the Government did not go outside these two companies. He alluded to the fact that it was only proposed to make four trips a year, whereas the Netherlands Co. proposed to call at Fremantle six times in going to the Eastern Colonies, and the same number of times in returning. This of course would be a matter for consideration in fixing the subsidy. He was very glad indeed to see that the Government had

this question at heart, and he hoped that, whatever arrangement was entered into, the service would connect us with Singapore. But there was another service, in the event of these negotiations failing, which it would be well if the Government were to direct its attention to. It would be a fine thing for this Colony were Fremantle connected by direct steam communication with Ceylon, or India, and £2,000 would be well expended annually if we could induce the P. & O. Co. or the Orient liners to call at Fremantle, periodically. He mentioned this, because the resolution as at present worded was somewhat vague, and he thought it would be better to add something to it, so as to afford the Government a more definite idea as to the wishes of the House in the matter. The resolution, he thought, should be read in connection with His Excellency's Message. In that Message it was said: "The Governor is not in a position to place any definite proposals before Your Honorable House, but as it would be highly desirable to induce any company running their steamers between Singapore and the Eastern Colonies to touch at Fremantle, the Governor suggests that Your Honorable Council should authorise him to offer any such company a reasonable subsidy, not exceeding £2,000, as also the remission of Port charges." From this it would be seen that the only service in contemplation by the Government was one between Singapore and the Eastern Colonies, touching at Fremantle, leaving outside altogether the question of other ocean lines. This being the case it struck him that it would be desirable to make some addition to the resolution proposed to be adopted in reply to His Excellency's Message, empowering the Government to deal with other companies, and pointing out what, in the opinion of the House, should be the number of trips which we ought to get for a subsidy of £2,000. In his own opinion, six trips ought to be the minimum we should expect for that sum, for such a line of steamers as would be likely to trade between Singapore and the Eastern Colonies, although in the case of the P. & O. Co., or of the Orient line, we could not expect to get the same number of trips for the same subsidy. He would therefore move, as an amend-

ment, That the following words be added to the resolution :—"On the understanding that the full amount shall not be paid for a service of less than six trips from Singapore, *via* one or more West Australian ports (of which one shall be Fremantle) to the Eastern Colonies, and *vice versa*, or towards an ocean service by a line of steamers trading with England."

MR. STONE said it might be in the recollection of hon. members that in seconding the motion for the adoption of the address in reply to the Speech delivered by His Excellency at the opening of the Session, he drew the attention of the House to the importance to the Colony of inducing some line of ocean steamers to call at our principal port, and he then expressed a hope that some definite proposal might be made to the House on the subject in the course of the Session, with a view to that desirable object being accomplished. He must say it afforded him great gratification indeed to be able now to speak in support of the resolution submitted by the noble lord, the leader of the Government, although he could not go altogether with the terms of the resolution, as at present worded, for he took exactly the same view of the subject as the hon. member for Geraldton did, and that if they adopted the resolution in its present shape, it would merely enable the Government to negotiate with a steam company to start from Singapore, shutting out all other ocean lines of steamers. He thought it would be of equal advantage to the Colony if we had steamers calling at Fremantle direct from England, or *via* Ceylon; and it would be a pity, he thought, to confine ourselves to steamers simply coming from Singapore, if with a similar subsidy we could induce other steamers to call here. He therefore thought they should place it in the power of the Government to negotiate not only with the Netherlands India Co. and the other Company referred to by the leader of the Government, but also with other companies, such as the P. & O. Co. or the Orient steamers. He was quite sure that should we be successful in inducing either of these latter companies to make Fremantle a port of call, the revenue of the Colony would be recouped fourfold the amount of the

subsidy. There could not possibly be a better way of advertising the Colony than getting these steamers to call here; and he looked upon it that advertising the Colony would have the same effect as advertising did in the case of private individuals or firms. They knew what immense fortunes were made by commercial people by a judicious system of advertising, and by persistently keeping themselves before the eyes of the public. He believed the same result would in a great measure follow from the Colony adopting some judicious step to bring itself more prominently into note, and he could hardly conceive a more effective way of doing so than by having our principal port periodically visited by such steamers as those of the P. & O. Co.

MR. SHENTON thought the amendment submitted by the hon. member for Geraldton rather clashed with the proposition before the House, and should be made the subject of a substantive motion.

MR. MARMION was inclined to agree with the hon. member for Toodyay, that the amendment went rather beyond the scope of the original resolution and of the Governor's message, which certainly appeared to have special reference to a service connecting us with Java, Singapore, and probably with China, either by the Netherlands Co.'s line or some other company's; and it appeared to him that the amendment proposed by the hon. member for Geraldton was one that should be put forward by itself, and have reference to a separate subsidy. With respect to the suggested service of the Netherlands India Co., and of the other company's proposals, as the latter appeared to be rather vague, and offered so few trips a year, he should confine his remarks to the Netherlands Co.'s scheme, which, according to the information furnished to the House by the leader of the Government, contemplated making Batavia the starting point, from the East. But he would remind the House that this company had other lines running through the Straits, connecting them with Singapore, and thence with China, so that the objection raised to the Netherlands Co.'s proposal by the hon. member for Geraldton had little or no weight. One of the principal objections to this company's offer was that

they proposed in the first instance to call at Port Darwin instead of coming to Fremantle direct, and the same in returning hence to Batavia or Singapore. This was undoubtedly an objection to the scheme, as regards shipping cattle, sheep, and horses, as it would increase the cost, risk, and time involved in transporting stock; and it would be much more advantageous to us if an arrangement could be made with the company to trade directly between Batavia and Fremantle, and the same on the return trip. Of course this might necessitate a heavier subsidy, but he thought it should influence the Executive in fixing the bonus they would be prepared to grant this company. He thought, in the event of their trading directly with Fremantle, and we were to derive all the advantages likely to accrue from that direct service, and six trips annually, £2000 ought to be the outside limit, the maximum amount, we ought to pay for such a service, and he thought the amount ought to be reduced as the advantages and benefits we were likely to derive from the service were lessened. As to inducing other ocean lines of steamers to call at Fremantle, as contemplated in the amendment, no doubt it would be of great service to the Colony if we succeeded in doing so; but he did not think there was any probability of any such subsidy as £2,000 being likely to induce the Orient or the P. & O. Co.'s steamers to call at Fremantle, at present, in view of the loss of time which it would entail. There were one or two things in connection with the proposal before the House, which possibly had not escaped the notice of the Executive though they were not referred to in the Governor's message or in the reply. One very important point was the length of time which these steamers should remain at the ports at which they might call in this Colony. A subsidy of £2,000 was rather too much to pay simply for the satisfaction of seeing a steamer anchoring, and then taking up her anchor again, and steaming away. We ought to make it a condition that they should remain for such a time at any rate as would afford an opportunity for discharging cargo and loading them with stock. He thought it would also be desirable to make some arrangement

with the company for the conveyance of mails, which, in his opinion, ought to be one of the conditions of the service. He hoped the Government would succeed in making a satisfactory arrangement with some company or other, and that the time was not far distant when we should have ocean steamers calling periodically at the port of Fremantle. He did not think there was much necessity for their calling at Albany. He would far sooner see them calling at some of our Northern ports—Cossack or Champion Bay.

MR. SHENTON said one of the advantages which would be gained by the steamer calling at Port Darwin would be the probability of their being induced also to put in at one of our own Northern ports.

MR. STEERE said he could not agree with the latter part of the amendment. He alluded to the words, "or towards an "ocean service by a line of steamers "trading with England," which, if adopted as part of the resolution, might have the effect of diverting the attention of the Government from the object which the House had in view, namely, the connection of the Colony with Singapore, by means of steam communication. He thought they would be aiming at a myth, if we sought to induce any large ocean steam company, such as the Orient line, to allow their vessels to call at Albany, let alone at Fremantle, because of the *détour* which it would necessitate, and the consequent loss of time, which to these companies meant money. He therefore thought it would be utterly useless attempting anything in that direction. But if we could, with the subsidy proposed by the Government, induce the Netherlands or any other company to make six trips from Singapore to Fremantle and *vice versa*, we should then, with one line and another, be connected with almost every part of the world. He thought himself it would be a great disadvantage to this Colony to have the steamers calling at Port Darwin, but he failed to see how, with the small subsidy we could afford, we could expect to induce them to come direct to Fremantle. If we were going to avail ourselves of these steamers for stock-carrying purposes, he thought we ought to be connected with Singapore rather than Batavia. He also regarded

it almost a necessity that the steamers should call at Cossack as well as at Fremantle. As to the question of carrying mails, he thought it would be desirable that the vessels should put in at Albany for that purpose, if for nothing else. The time might come when we may have to give up carrying the mails overland to Albany, in consequence of the bad state of the road, and these steamers would be of great advantage to us in that case.

THE COLONIAL SECRETARY (Lord Gifford) said he agreed, on the part of the Government, with the first portion of the amendment, but he failed to see the connection of the latter part with the present proposal. Our best and wisest course, in his opinion, would be to endeavor to get one of these companies to come and open up a trade, and so to excite the jealousy of other companies, and induce them to call at Fremantle on their own account. As to carrying mails, that was a subject which had not escaped the attention of the Government, but under the terms of the present contract with the P. & O. Co. we must first see how we stand as regards the conveyance of mails. If possible, the Government would be inclined to do as much as lay in its power in that way, for any company it entered into an agreement with. He agreed with those hon. members who regarded Port Darwin as somewhat out of the way for the steamers to call at, but the scheme as yet was in such a crude state that it was impossible to say whether it was intended to adhere to the proposed itinerary or not, and, possibly, if representations were made to the company, they might be induced to allow their steamers to call at Cossack rather than Port Darwin.

MR. S. H. PARKER said it appeared to him that the main object in having ocean steamers calling regularly at Fremantle was in order to secure greater facilities than at present existed for passenger and goods traffic, and also in order to advertise the Colony. It was well known to hon. members that by far the majority of passengers calling at Albany, by the P. & O. steamers, knew little or nothing of the capabilities of the Colony, and obtained their impression of it from their visit to King George's Sound, which they are led to believe is repre-

sentative of the resources of the country. If we wished to develop the passenger trade and to give visitors an opportunity of seeing for themselves what the Colony is really capable of, and what fields there are here for the employment of capital and enterprise, the very best thing we could do would be to endeavor to induce the P. & O. Co.'s steamers to call at Fremantle. Goods and passengers could then be carried direct to England, or India, Ceylon, or Singapore, or indeed any part of the world. It was no exaggeration to say that the P. & O. Co. carried twenty passengers to one carried by the Netherlands India Co., so that as a medium of advertising the Colony the former would offer immense advantages over the latter. The hon. member for Swan seemed to think there was no chance of inducing the P. & O. steamers to call at Fremantle, but he (Mr. Parker) did not see why we should take that for granted. It was true that the inducements offered on former occasions had been of no avail, but he believed one great reason of that was the fact that Fremantle then was not considered a safe harbor. Since that time, however, the harbor had been surveyed, and Capt. Archdeacon, of the Admiralty survey, had shown that Fremantle was a perfectly safe harbor during any of the summer months. He believed if this Government were to offer the P. & O. Co. a subsidy of £2000 and a remission of port charges, and tell them that they need not call at Albany at all (thereby saving £3,000 a year in dues), surely they might be induced to allow their steamers to put in at Fremantle, at any rate from October to April. Under these circumstances, he thought it would be better to retain the latter part of the amendment, so as not to fetter the Government in making the most advantageous bargain they could, in the interests of the Colony at large. So impressed was he with the benefits which we would derive from the P. & O. steamers making Fremantle a port of call, that he would really prefer to see a subsidy of £10,000 offered to that company than £2,000 to the Netherlands India Co., or any other similar line.

MR. SHENTON said the hon. member for Perth seemed to have forgotten that three or four years ago the House authorised the Government to open

negotiations with the P. & O. Co., with a view to inducing them to call at Fremantle, and that we then offered not only to relieve them from port charges, but also to give them the free use of a steam tender for loading and discharging. The offer, however, was not accepted, although Captain Archdeacon's report on the harbor was then published, and a copy sent to the company. He himself had had several interviews with the representatives of the company on the subject, but they could hold out no prospect of their steamers calling at Fremantle, until it was shown that it would be worth their while, from a financial point of view, to go so far out of their course.

THE ATTORNEY GENERAL (Hon. A. C. Onslow) said there seemed to be two projects on the board, one pointing towards England, and one towards Singapore and the East. No doubt it would be a very good thing if we could secure both, but that was out of the question, with our present means: we must therefore be content to choose between the one and the other. If we decided in favor of the former, we should have to look to the P. & O. Co. to come to our assistance; but it appeared from what had fallen from the hon. member for Toodyay—who, as Lloyd's agent, must be in a position to give reliable information on the subject—it was clear that there was little or no probability of our persuading that company to allow their steamers to put in at Fremantle. (Mr. BROWN: Question.) We should not only have to increase our subsidy, but also induce the other colonies to modify the terms of their present contract with the P. & O. Co., and no doubt they would have a great deal to say in the matter, if the proposed change of itinerary entailed any delay, which it must do. Under these circumstances, it appeared to him we must put out of the question altogether, for the present, any idea of the P. & O. steamers calling at Fremantle; and, that being the case, the next best thing we could do was to endeavor to get a service connecting us with Singapore.

MR. STONE said the man who sat down, with folded arms, assuring people that the Colony was going to the dogs, was not exactly the sort of person to be depended upon to make any effort to

avert that catastrophe. In the same way, if we simply sat down, saying that the P. & O. steamers would never come to Fremantle, without making any effort to induce them to do so, we were not very likely ever to see their steamers in these waters. If we passed the resolution without the amendment, the result would be, that, in the event of the negotiations with the Netherlands Co., or some other company trading to Singapore, falling through, the hands of the Government would be tied, and His Excellency would not be in a position to negotiate with any other ocean line. [Cries of "No, no, no."] All the amendment proposed to do was to leave the matter in the hands of the Governor to do the best he could in the interests of the Colony, which they might rely upon His Excellency doing. If successful with the Netherlands Co., well and good; if not, let him be empowered to treat with the P. & O. Co. It was true that the latter company could not alter their present itinerary without reference to the other colonies, but there was nothing to show that there would be any insuperable objection offered to their calling at Fremantle instead of Albany.

MR. S. H. PARKER pointed out that, if the steamers from Galle called at Fremantle instead of Albany, the Eastern Colonies would get their telegraphic summary of English news one day earlier than they do at present, from Albany.

MR. VENN thought that when the Governor sent the message to the House, the P. & O. Co. never entered into His Excellency's mind, but the Governor evidently thought it would be very desirable to establish steam communication with Singapore, and few people would be inclined to dispute that. As for the P. & O. Co., we already enjoyed the advantages arising from that company's steamers calling at one Western Australian port, and he thought the House would do well now to direct its attention in the direction of Singapore or Batavia,—it mattered little which. As to "advertising" the Colony, and making it better known, he thought the initials T. W. K. (too well known) might be applied to us already. With regard to those benighted travellers, who mistook Albany for the capital of the Colony, all he could say was, their

geographical knowledge must be very limited indeed.

MR. GRANT agreed in a great measure with the views expressed by the hon. member for Wellington. It appeared to him that the House, or at any rate some hon. members, looked too much to the passenger traffic, ignoring the necessity of opening up a market for goods and produce. We could not expect much in that direction from the P. & O. steamers. As to advertising the Colony, and creating a favorable impression upon visitors, he did not think that a run from Fremantle to Perth—which would be all that passengers going on by the steamers would be able to do, during their short stay in port—would produce any much more favorable impression as to the character of the country and the quality of the soil, than a visit to Albany would. It appeared to him ridiculous to ask for a thing we were not likely to get, and which, if we did get, would not do us much good after all. On the other hand, he looked forward to the day when a profitable market would be opened for our surplus produce in the East, where the attention of wool-growers in the sister colonies was already being directed.

MR. STEERE then moved, as an amendment upon the amendment, that all the words after the words "*vice versa*" be struck out.

Amendment—put and passed.

Question—That these words be added to the resolution—put and passed.

Resolution, as amended, agreed to, and reported.

MUNICIPAL INSTITUTIONS ACT, AMENDMENT BILL, 1881.

The Order of the Day for the resumption of this debate, adjourned on August 22nd, being read,

MR. STONE moved the adjournment of the House, in order to afford the hon. member in charge of the Bill (Mr. Shenton) an opportunity of stating whether he was prepared to submit such an amendment upon the Bill as originally submitted as would meet the views of the House.

MR. SHENTON said that from what had taken place when the debate took place upon the motion for the second reading of the Bill, it appeared that hon.

members did not approve of the provisions of the 2nd clause, but since then he had prepared an amendment upon that clause which he would bring forward in Committee, and which he had reason to believe would remove the objection entertained by hon. members to the Bill as originally framed. Exception had been taken to the Bill because it was alleged that the City Council were going behind the backs of the ratepayers to pass a Bill indemnifying themselves from the claim which might be made upon them in respect of the gratuity voted to their late clerk (Mr. Lazenby); but the amendment which he had prepared would remove that objection, for it provided that no gratuity in future should be paid without the consent and approval of the ratepayers.

The motion for the adjournment of the House being negatived,

MR. SHENTON moved that the Bill be now read a second time.

Agreed to without comment, and Bill read a second time, and committed.

IN COMMITTEE.

Clause 1.—Title—agreed to.

Clause 2.—"The 43rd Section of 'The Municipal Institutions Act, 1876,' is hereby amended by adding thereto the words, 'And on the resignation of any such officer or servant, or on the cessation or abolition of the office of any such officer or servant the Council may cause to be paid to such officer or servant, or to such of his surviving relations as the Council may think fit, any gratuity which to the Council may seem fit.' And the said 43rd Section shall be read as if the above-mentioned words had been added thereto and formed portion thereof at the time of the passing of 'The Municipal Institutions Act, 1876:—'"

MR. SHENTON, without comment, moved, "That all the words after the word 'servant,' in the 5th line of the clause, be struck out, and the following be inserted in lieu thereof:—'Any gratuity not exceeding the amount of one month's salary for each year of the service of such officer or servant which to the Council may seem fit. And the said 43rd Section shall be read as if the above-mentioned words had been added thereto and formed portion

“thereof at the time of the passing of
 “The Municipal Institutions Act, 1876.
 “Provided always, that the payment of
 “any such gratuity shall be disallowed
 “by the Auditors unless such expendi-
 “ture shall be confirmed and allowed
 “by a vote taken at the next general
 “annual meeting of the ratepayers.”

Progress was then reported, and leave given to sit again on Monday, 5th September.

DISTILLATION ACT, AMENDMENT BILL, 1881.

THE ATTORNEY GENERAL (Hon. A. C. Onslow), in moving the second reading of this Bill, said Mr. Guger, a wine merchant in Perth, had imported a small still—which had been described by the Inspector as a “mere toy”—of not more than a pint capacity, for the purpose of testing the amount of alcohol in colonial wines. He was informed that the still could not be used in any way for the purposes of gain, but purely for scientific purposes. Under these circumstances, he did not think the House would object to a still of that character being licensed without the payment of the usual fee. The object of the present Bill was to empower the Collector of Customs to grant, if he should think fit, to any person applying for the same, a license to keep and use a still of not exceeding one pint in capacity for the purpose of testing the strength of colonial made wines.

Motion agreed to and Bill read a second time.

LAW AND PARLIAMENTARY LIBRARY ACT, AMENDMENT BILL.

THE ATTORNEY GENERAL (Hon. A. C. Onslow) moved the second reading of a Bill to amend “The Law and Parliamentary Library Act, 1873.” Hon. members were aware that, under the provisions of that Act, the Library Committee consisted of the Chief Justice and the Attorney General for the time being, together with one unofficial member of that House, to be appointed in that behalf by the House itself. The present Chief Justice was desirous of being relieved of the duties which devolved upon him as a member of this Committee, and, in order to enable that to be done,

it was necessary that His Honor should be relieved by statute. The present Bill was introduced for that purpose, and also to empower His Excellency the Governor to appoint, from time to time, two other officers to act on the Committee, in lieu of the Chief Justice and the Attorney General.

MR. STEERE said he did not intend to oppose the second reading of the Bill, but he intended moving an amendment to it, in Committee. He had been a member of the Law and Parliamentary Library Committee since its formation, and his opinion had been, and still was, that the House ought to be more strongly represented on the Committee than it was at present. The money required for the up-keep of the Library was voted by the House, and he thought the Legislature had a perfect right to be more largely represented on the Committee than it had been hitherto. He would move an amendment to that effect when the Bill was committed.

Bill read a second time.

BRANDS BILL, 1881.

Read a third time and passed.

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

LEGISLATIVE COUNCIL,

Friday, 2nd September, 1881.

Sinking Funds, Public Loans, How invested—Telegraph Extension to Roebourne—Reply to Message (No. 19): re Diversion of Road Loan—Goods Shed at City Railway Station—Diseases in Vines Bill: third reading—Distillation Act, Amendment Bill: in committee—Law and Parliamentary Library Act, Amendment Bill: in committee—Adjournment.

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

PRAYERS.