

money, and if they were to see for themselves the field which this Colony offers for the profitable investment of capital, he had no doubt the result would be that we should gain a large number of the most desirable class of colonists, which the Colony stands in need of. But so long as the P. & O. steamers simply call at Albany, and no other ocean line can be induced to make Fremantle a port of call, we can never hope to persuade such people to give the Colony a trial. He looked upon this subject as one of such great importance that he would go so far as to suggest that the House should authorise the Government to offer a very large subsidy indeed—he, himself, would go so far as £10,000 a year—to induce any ocean line to allow their steamers to call monthly at Fremantle. In thus rising to support the adoption of the Address in Reply he had merely done so in order to enable him to give expression to his views on this particular subject, referred to in His Excellency's Speech, and he earnestly hoped the matter would not be lost sight of, for he regarded it as one of vital importance to the Colony.

The Address in Reply was then adopted, and it was resolved to present it to His Excellency the Governor on Thursday, 28th July.

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

LEGISLATIVE COUNCIL,

Wednesday, 27th July, 1881.

Development of the Eastern Districts—Railway Refreshment Room, Perth—Tank Engines for the Eastern Railway—Barristers Admission Bill—Administration of Estates Bill, 1881—Leave of absence to the member for the Vasse—Adjournment.

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

PRAYERS.

DEVELOPMENT OF THE EASTERN DISTRICTS.

THE COMMISSIONER OF CROWN LANDS (Hon. M. Fraser), in accordance with notice, moved, "That a Select Committee be appointed to take into consideration and report on the question of further settlement and development of the natural resources of the Eastern Districts generally, together with the prospects of future success for the railway now in course of construction, or contemplated; which subjects have been placed before this Council by His Excellency the Governor, in Message No. 12 of last Session." The hon. gentleman said he felt there was no occasion for him to preface the motion with any lengthy harangue; the intention was plainly expressed on the face of it, and the subject had been brought to the notice of the House by message from His Excellency the Governor last Session. He was sure hon. members were generally satisfied—though doubtful of what might be the outcome of the deliberations and recommendations of the Committee—that much useful information might be obtained, and many valuable suggestions elicited, by the appointment of such a commission. The subject was a comprehensive one—more so, in fact, than was apparent by a glance at the motion itself. The Colony was now, he might say, concentrating its whole force in the construction and extension of this Eastern Railway, and he hoped sincerely it would be carried out to its destined terminus without any delay; but he was sure hon. members would agree with him that unless something were done, some active steps taken, to increase, and that very materially, the number of the population now living on the other side of the hills, the profits of the undertaking must necessarily be very limited. This was one of the main considerations which had induced His Excellency to communicate by message with the Council upon this subject at its last Session, and he thought hon. members would concur with him that the questions involved were very important ones, not only to the Eastern Districts but to the Colony at large. As he had already said, it was unnecessary for him on the present occasion to expatiate upon the importance of the object in view, and he would there-

fore content himself by simply moving the resolution standing in his name. He did not propose to name the members who might be asked to sit upon the Committee, but would leave their nomination in the hands of the House. He would, however, suggest that the hon. members who represented the districts more immediately concerned, and also of the Swan district, should be appointed on the Committee, and probably it might be advisable that one of the members for Perth and for Fremantle should also have a seat on the commission. Perhaps some hon. members would wish the Committee to be nominated by ballot; if so, he had no objection to that being done. He was entirely in the hands of the House in the matter.

There being no disposition evinced to have resort to the ballot, in the nomination of the commission,

THE COMMISSIONER OF CROWN LANDS (Hon. M. Fraser) moved, That the Committee should consist of Mr. Steere, Mr. Shenton, Mr. Hamersley, Mr. S. S. Parker, Mr. S. H. Parker, Mr. Marmion, and the Mover.

This was agreed to, and the motion carried unanimously.

RAILWAY REFRESHMENT ROOM,

PERTH.

MR. STONE, in moving for a copy of the contract for the letting of the railway refreshment room at Perth, said his object in doing so was to ascertain the terms and conditions upon which the present lessee rented the refreshment room, and also to ascertain how far the Government might be compromised if an amendment were proposed and adopted in the 37th section of the Railways Act (1878), which enacts that "it shall not be competent for the licensing magistrates for the district within which any refreshment room is situate to refuse to grant or transfer to any person to whom the Commissioner of Railways may, with the approval of the Governor, let any refreshment room, any certificate required by "The Wines, Beer, and Spirit Sale Act, 1872." He might state that he believed the question might arise in the course of the present Session, as to the possibility of altering that Act, and of preventing the lessees

of these refreshment rooms from selling any spirituous liquor at all. For his own part, he was very strongly opposed to the sale of intoxicating liquors at these places, but as he believed the question was likely to be brought forward during the Session, he should now content himself by simply moving for a copy of the contract existing between the Commissioner and the present lessee.

THE COLONIAL SECRETARY (Lord Gifford) said the contract referred to would be laid on the Table.

ENGINES FOR EASTERN RAILWAY.

MR. SHENTON, 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 of this House a copy of the indent sent to the Crown Agents for two Tank Engines for the Eastern Railway; also the specification of the two Engines that were sent in accordance with such indent." His reasons for asking for these documents were these: there seemed to be an opinion abroad—in fact, it had been openly mentioned to more members than one—that the two tank engines now at work on this railway were not at all in accordance with the indent made out by the Commissioner and forwarded to the Crown Agents. He thought there could be no difference of opinion amongst hon. members, or anybody else who had travelled on this line, that these two tank engines were totally unfit for the work they had to perform. In the first place, the engines would only consume coal, as no provision whatever was made for their carrying wood for fuel; that defect alone would be, and now was, a source of great expense to the Colony, and of unnecessary expense, for he found that the engine purchased by the Government from the Contractor, Mr. Robb, was made so as to admit of the consumption of wood, and as wood was plentiful in the Colony, and grew in abundance on Crown Lands, there must be a great saving of expense in that way. Moreover, these two tank engines were not powerful enough, even for the work they had to do now, and would be almost useless when the goods traffic was opened; they could not travel up a

slight incline, with anything of a load behind them, at the rate of more than four or five miles an hour. This of course involved a great deal of delay, annoyance, and loss, and he thought that House and the country had a right to know who was to blame in this matter. Hon. members were aware that this was not the first occasion for complaint which had arisen in connection with the purchase of railway machinery. It would be remembered that when the Northern line was constructed, a certain class of locomotive was ordered by the Commissioner as being suitable for the work to be done on a mineral line of railway, but the locomotives which were sent out by the Crown Agents were totally different from the engines ordered by the Commissioner, and consequently had never been able to do their work properly, not possessing one-half the tractive power which was intended by the Commissioner. The result was that the Colony was put to the expense of sending for two Fairlie engines. He thought it was high time for the House to protest against such treatment as this. He believed he was justified in stating that the Colony was not obliged to order its rolling stock through the Crown Agents, and, if it were proved that these two tank engines employed on the Eastern Railway were not in accordance with the specification sent home by the Commissioner, he thought the House should insist upon some distinct understanding upon the subject, and that if the Crown Agents neglected to supply what we required, and what was ordered, we should have to resort to some other agency for obtaining our machinery. The Colony could ill afford to waste its money upon locomotives which were not suitable for the work intended for them. Of course, should it be found, when the information now sought came to be laid on the Table, that these two tank engines were in accordance with the Commissioner's specifications, then it would be for the House to call upon the Commissioner for an explanation, as to why he ordered engines which are totally unfit for the work they have to perform. On reference to the Commissioner's report, presented to the House at the opening of the Session, he observed that the sum

paid to Mr. Robb for his engine was £1,900, and that the two tank engines cost £2,723; therefore, by an additional expenditure of about £1,100, we might have had two first class engines suitable for our requirements. He thought it was very false economy to order two toys of engines—mere playthings—such as were at present in use on the line between Fremantle and Guildford. In order to make a new line of railway a financial success, and to render railway travelling popular, it was absolutely necessary that faith should be kept with the public in the matter of departure and arrival of the trains, and the published time table should be adhered to, otherwise one of the great advantages presented by railway travelling was lost. Anyone who had occasion lately to travel on this Eastern line must have been subjected to great annoyance and inconvenience by reason of the unpunctuality of the trains, which he believed was attributable in a great measure to the fact of the two tank engines sent out by the Crown Agents being entirely unsuitable for the work on the line.

The motion was then agreed to.

BARRISTERS ADMISSION BILL.

The second reading of this Bill was postponed until Friday, in order to incorporate with it a Bill which the hon. member Mr. STONE had notified his intention of introducing for the purpose of regulating the practice of conveyancing.

ADMINISTRATION OF ESTATES BILL, 1881.

MR. STONE, in accordance with notice, moved for leave to introduce a Bill for consolidating and amending the law relating to the estates of deceased persons, and to alter the succession to real estate in cases of intestacy.

Leave given, and Bill read a first time.

LEAVE OF ABSENCE FOR MR. CAREY.

On the motion of Mr. STEERE, leave of absence was granted to Mr. Carey, the member for the Vasse, in consequence of illness.

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