

be one man returned to this House, and that was the hon. the Premier himself. But when we have a resolution like this put before us, which simply comes to this, that the money of the country, the money of the people of the colony, is to be used in developing gold mines for the benefit of the rich, I ask,—where is that honest man?

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion): Over there.

MR. DEHAMEL: The hon. gentleman says over here. I know this: if I were in the place of the Premier I would not have brought forward such a motion as this, with the interest that he has, or is believed to have, in the mines at Yilgarn. When we passed that resolution the other night what was the object of it? At first it was confined simply and solely to obtaining water for the development of the goldfields, but the hon. member for the Swan moved an amendment extending it in favor of the pastoral interests of the colony, and we had a division upon it, and we tied, and his Honor the Speaker very properly gave his casting vote with those who went for the interests of the country instead of with those who went for their own pockets.

THE PREMIER (Hon. Sir J. Forrest): Is that in order? Is that Parliamentary?

THE CHAIRMAN: The hon. member must not impute any motives.

THE PREMIER (Hon. Sir J. Forrest): I think he should withdraw. I do not want to press it, but I think it was a very improper observation.

MR. DEHAMEL: I shall be very pleased indeed to withdraw it, if it hurts the feelings of the Premier.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion): You won't hurt our feelings if you talk for a month.

MR. DEHAMEL: When we come to look at this resolution, it comes back to this: that the Government are trying now, by a sidewind, to bring about that which this House deliberately refused the other night. You cannot get away from that. The original proposition was that there should be a shaft sunk to provide water for the mines. Then it was proposed to have a bore, and ultimately it was resolved that the boring operations should not be confined to Yilgarn goldfields but to the inland districts generally, to ascertain whether

water was obtainable, not only for mining but also for the pastoral interests. That was a very proper resolution, and, after the division the other night, I do not think that members can consistently support the present resolution, which is solely in the interest of mining companies. Sir, it is exactly fifteen minutes since the last division, and I beg now to move that progress be reported, and leave asked to sit again.

Upon a division the numbers were—

Ayes	...	...	...	15
Noes	...	...	...	11

Majority for ... 4

AYES.	NOES.
Mr. Darlot	Mr. Baker
Mr. Harper	Sir John Forrest
Mr. Leffroy	Mr. A. Forrest
Mr. Loton	Mr. Hassell
Mr. Monger	Mr. Marmion
Mr. Pearce	Mr. Molloy
Mr. Quinlan	Mr. Paterson
Mr. Richardson	Mr. Phillips
Mr. R. F. Sholl	Mr. Piesse
Mr. H. W. Sholl	Mr. Venn
Mr. Simpson	Mr. Clarkson (Teller).
Mr. Solomon	
Sir J. G. Lee Steere	
Mr. Traylen	
Mr. DeHamel (Teller).	

Progress was then reported, and leave given to sit again on the following day.

#### ADJOURNMENT.

The House adjourned at ten minutes to 5 o'clock p.m.

### Legislative Council,

Wednesday, 7th December, 1892.

Railway Platform at Smith's Mill—Land Regulations Amendment Bill: third reading—Perth Gas Company's Amendment Bill: second reading—Export Timber Branding Bill: second reading: referred to select committee—Excess Bill, 1891: second reading: committee—Midland Railway: further proposals from: referred to joint committee of both Houses—Adjournment.

THE PRESIDENT (Hon. G. Shenton) took the chair at 8 o'clock.

#### PRAYERS.

#### LAND REGULATIONS AMENDMENT BILL.

This Bill was read a third time, and passed.

PERTH GAS COMPANY'S ACT AMENDMENT BILL.

SECOND READING.

THE COLONIAL SECRETARY (Hon. S. H. Parker): The object of this Bill, sir, is to extend the powers of the Perth Gas Company, so as to enable them to supply electricity in Perth. There is already one company in Perth, known as the Electric Light and Power Company, and it is deemed advisable that the Perth Gas Company should also be enabled to light the city with the new light. It must be obvious to this House, and also to the citizens generally, that it is advisable to have competition even in electric lighting. This Bill has passed the select committee of another place, and has been passed there without any amendment. I may say that the Bill gives no new powers, and its provisions are specially subject to the Electric Lighting Act of 1892. I now move the second reading of the Bill.

Question—put and passed.

EXPORT TIMBER BRANDING BILL.

SECOND READING.

THE COLONIAL SECRETARY (Hon. S. H. Parker): In rising to move the second reading of this Bill, I may say that it is not a measure brought in by the Government. It is one introduced by a private member in another place, and the object of it appears to be the prevention of the export of karri for jarrah, or jarrah exported as karri. The Bill makes it compulsory for exporters of jarrah to brand the timber with the letter J, and karri with the letter K, and a penalty is imposed on the exporter who does not so brand it. There is also a power given to police officers and inspectors to examine any vessel loading timber for export, in order to see whether the provisions of this Bill are being carried out. I imagine that one of the particular reasons for the introduction of this Bill is that as the two timbers so much resemble each other in appearance, and as one is not so suitable as the other for exposure to sea water, it is desirable to prevent one being sold for the other, and to the detriment of the jarrah trade. I understand that one hon. gentleman deems it advisable to refer this Bill to a select committee, and I may say that I shall offer no objection

to this course being pursued. I now move the second reading of the Bill.

THE HON. T. BURGESS: This Bill has, as the Hon. the Colonial Secretary says, been brought in in another place by a private member, and I am sorry to say that I cannot give it my support. I think we should hesitate before we pass a Bill of this nature, for it will have a tendency to interfere with the timber trade. Besides this, it involves the appointment of an officer wherever timber is being loaded, or it may take the police away from their ordinary duties to carry out this Bill. We have already too many Acts which have become dead letters, and I do not think we should add another to the list. For my part I think it is the duty of those persons who trade in timber to protect their own interests, and it is quite a simple matter for them, if they desire it, to brand their timber in any way they please without the necessity of any Act, and thus guarantee it to the purchasers. As, however, I understand it is proposed that the Bill shall be referred to a select committee, I shall not oppose it at this stage beyond saying that I object to such a Bill without some greater reasons for it than have been shown are laid before us.

THE HON. J. W. HACKETT: I believe I am the gentleman to whom my hon. friend the Colonial Secretary referred when he intimated that a motion to refer this Bill to a select committee would probably be made. With every confidence I say that I believe this House will not assent to this Bill, and to a great extent because (and I say it without any discourtesy to my hon. friend) the information before us is so extremely meagre. I take it that the strongest reason against passing a Bill of this kind is that it interferes with private enterprise, and unless we are sure that it meets with the approval of those most interested in the trade, this House should not take the responsibility of passing it. We have had instances in this country of Bills being passed without reference to those whose interests are most at stake, and I say, without hesitation, that the result has been, almost without exception, extremely injurious. For my part I may say that I received a lesson when in the old Legislative Council; a Bill which seriously affected the rights of a company

was passed without a solitary word of intimation to them. [HON. J. G. H. AMHERST: Question.] I appeal to the recollection of my hon. friend opposite to say whether this was not so. The result was most serious, and we do not want to repeat the mistake. As far as I can understand, the gentlemen who are engaged in this large industry have not been consulted in regard to this Bill; and at all events, even if it is to do any good, it will require a great deal of alteration and amendment. And again, Bills of this kind, which interfere with a particular industry, should not be proceeded with until the Government are in a position to assure us that those whose interests are most concerned have been given an opportunity of being heard. I intend, therefore, to move that this Bill be referred to a select committee, in order to get the opinion of those engaged in the industry; and I feel sure that when it comes back to this House it will be in a very different shape to what it is now. It is said that even if passed it will be impossible to carry out the Bill. In the first instance it is said that the brand is too large, and cannot be applied to many sizes of wood that are exported, and other sizes can only be branded in such a way as to destroy them. Again, it is said that it will be impossible to prosecute under the clauses dealing with export, for supposing a ship is being loaded for that mythical place called Guam, it will be difficult to say whether the timber on board is for export or not. Again, sir, there is a serious principle introduced in it whereby the employer is made responsible for the acts of his servant. It says if an exporter neglects to brand he shall be liable to a penalty of not less than £50, nor more than £100, and the default may be wholly due to his servant. For these reasons the Bill seems to me to be an impracticable one, and when not impracticable it is inequitable. I have no objection to the second reading, but subsequently I shall move that it be referred to a select committee.

THE HON. J. G. H. AMHERST: The question of the export of timber is to my mind a most important one. When I was in London a short time ago my attention was drawn to some blocks that were being laid down in the streets. I asked what wood it was, and the man

said, "I cannot tell you; but they say it "is Australian wood, and I think it "comes from New Zealand." It seems to me, therefore, that it is necessary to do something, and I shall vote with my hon. friend opposite to refer this Bill to a select committee.

THE HON. D. K. CONGDON: I certainly mean to record my vote for the second reading of this Bill, because our timber industry is one of very great importance, and, without some provisions such as these, it is possible for exporters to send away one timber for another, perhaps with very detrimental results to the industry. I have no objection to the Bill going to a select committee, but I shall certainly record my vote in favor of the second reading.

Question—That the Bill be now read a second time—put and passed.

THE COLONIAL SECRETARY (Hon. S. H. Parker): I now move that you, sir, do leave the chair for the purpose of considering the Bill in committee.

THE HON. J. W. HACKETT: I beg to move, as an amendment, that the Bill be referred to a select committee.

THE HON. G. W. LEAKE: I beg to second the amendment, and I may say that I wish the Hon. Mr. Wright were in his place, but unfortunately he is absent owing to a serious illness. He told me, however, that the great reason why karri was found to be defective was that in 48 hours after it was standing in the forest it was often in the hold of a ship, and thus the timber actually fermented. He also said that, if properly treated, karri was almost as good as jarrah. This Bill, as far as I can see, has a tendency to brand with a bad name a valuable article of export, and therefore I shall vote for its reference to a select committee.

Question—That the Bill be referred to a select committee—put and passed.

A ballot having been taken, the Hon. J. G. H. Amherst, D. K. Congdon, E. T. Hooley, and J. A. Wright were elected, in addition to the mover, to serve on such committee.

#### EXCESS BILL, 1891.

##### SECOND READING.

THE COLONIAL SECRETARY (Hon. S. H. Parker): I rise, sir, to move the second reading of this Bill, which

is to confirm certain unauthorised expenditure for the year 1891. It will be observed that the total amount of Excess which this Bill proposes to confirm is £16,885 12s. Hon. members will see that as far as salaries are concerned the amount of the Excess is very small. Under the head of "Inspection of Stock," £782 6s. 11d. was spent, but this was necessitated to a great extent by the outbreak in the North of that disease known as scab, and the desire of the Government to stamp it out. While on this subject, I may say that the Government learn from the Inspector that there is a great decrease of the disease at the present time, and he hopes that in the course of a few months it will be stamped out altogether. The Customs Department spent £1,306 above the estimate for labor; but this is not unsatisfactory, because it shows that the business done was greatly in excess of that anticipated when the Estimates were drawn. Another large sum is that for miscellaneous services, one item of which is £756, expenses of the delegates to the National Convention. I believe myself that when we sent seven members there to represent this colony a very good thing was done, for it did much to bring us under the notice of the large neighbouring colonies. This Bill has passed the Lower House without any debate or discussion, and apparently, therefore, the members of that body, who have special jurisdiction over these matters, were satisfied that the expenditure was properly incurred. I now move the second reading of the Bill.

Question—put and passed.

#### IN COMMITTEE.

The clauses of the Bill were agreed to. Schedule.

THE HON. J. W. HACKETT asked for some explanation as to the item £1,600 for miscellaneous services.

THE COLONIAL SECRETARY (Hon. S. H. Parker) said he had no information at hand, but if the hon. member desired it he would take steps to get it. He might say, however, that the items covered many pages of a ledger, which could be seen at the Treasury if necessary. In the view he took in regard to their functions as to Money Bills, he did not think it necessary to obtain the

details of expenditure. It was rather the province of the Lower House to go into these matters.

THE HON. E. T. HOOLEY said the item seemed a large one, and he thought the House should have some information as to how it was made up.

THE HON. J. W. HACKETT said that the Colonial Secretary would probably be able to furnish the information at another time, without going into the question of whether they had a right to discuss the details of Bills of this character. He might say that his confidence in the Government was so great that he was willing to take the Bill as it stood as being satisfactory.

The schedule was then agreed to, and the Bill reported.

#### MIDLAND RAILWAY—FURTHER PROPOSALS FROM.

THE COLONIAL SECRETARY (Hon. S. H. Parker): At the last sitting, sir, we received the following message from the Legislative Assembly:—"The Legislative Assembly acquaint the Legislative Council that they have appointed a committee, consisting of seven members, to join with a similar committee of the Legislative Council for the purpose of inquiring into the proposals of the Midland Railway Company for final completion of railway, as set forth in their letter of 25th November, 1892, and request that leave may be given to a similar committee of the Legislative Council to join with a committee of the Legislative Assembly for the purpose aforesaid." The letter which is referred to is before hon. members, and it will be observed from it that the Midland Railway Company have made certain proposals to the Government with a view to completing the line. It does not seem necessary for me to enter into these proposals now, because I am not going to ask the House to accept them. All I ask is that we shall appoint a similar committee to that appointed by the Legislative Assembly, to ascertain whether there be not some mode of arranging matters by which this railway can be completed, and that the lands, which have long been locked up, may be immediately thrown open for selection. I may say that this Midland Railway contract is not one which has been entered into by this Government,

but it is a legacy left to them by the late Government, and by the late Legislature. It certainly has been a very unfortunate contract both for the colony as well as the people connected with it. So far as the Government are concerned, what they desire to see is that the railway shall be completed, and I do not think anyone, however opposed to the Company, will object to that. I cannot say that I have admired either the Company or the promoters; but we have not to consider them; we have only to endeavor to see the line completed. At the present time, as hon. members are aware, the line runs from Guildford to somewhere on the Moore river at one end, a distance of 70 or 80 miles, and a similar distance from Walkaway at the other end, and there is a gap of 125 miles between, which must be constructed before we can have thorough connection with Champion Bay and the North. When this contract was entered into, great benefits were anticipated, principally from the fact that the line would connect us with the great Victoria district of the colony. No doubt, as far as the line has been constructed, a great advantage will accrue to the people where it runs; but the main object of the railway was to connect us with Geraldton, thus giving us railway communication from Northampton in the North, to Albany in the South. If that were the object in 1886, when the contract was entered into, how much more desirable must it be now that these wonderful gold discoveries have been made at the North? I take it, therefore, that there can be no dissentient voice as to the desirability of having the railway completed. Certain proposals with that end in view have been made, and I take it that they will carry with them a stipulation to the effect that the land on either side, which is now locked up, shall be immediately thrown open for selection. Although when these proposals were made, the Government were quite prepared to deal with them, it was thought fair, as Parliament was in session, that hon. members should have an opportunity of expressing an opinion upon them. The Legislative Assembly has appointed a committee for the purpose of considering them, and they ask this House to join with them with a view to coming to such a conclusion as will be in the best inter-

ests of the colony. I therefore move:—  
 “That in compliance with the request of the Legislative Assembly, a committee of seven members be appointed to inquire into the proposals of the Midland Railway Company for the final completion of their railway, as set forth in their letter of the 25th November, 1892, with power—(1) to call for persons and papers; (2) to confer with the similar committee chosen by the Legislative Assembly; and (3) to meet on days on which the Council does not sit; and to report to the House on Tuesday, 13th December; and, further, that the first meeting of the committee be held in the committee-room of the Legislative Assembly to-morrow (Thursday), at 11 o'clock a.m.”

THE HON. J. G. H. AMHERST seconded the motion.

THE HON. J. W. HACKETT: It is not my intention, sir, to make any remarks on this subject at the present juncture. All we are asked to do by the Colonial Secretary is that we shall appoint a certain number of members to confer with a committee of the other House to consider these proposals. It will be for that joint committee to recommend the acceptance or rejection of them, and until that is done we are not in a position to properly discuss them. I have, however, great pleasure in supporting the appointment of this committee, especially as the carrying of the proposition of the Hon. the Colonial Secretary will not bind us to accept the proposals.

THE HON. G. W. LEAKE: Nor will the report of the select committee?

THE PRESIDENT (Hon. G. Shenton): Certainly not.

THE HON. D. K. CONGDON: I see no objection to the appointment of this committee. No harm can come from it, and perhaps something good will result.

Question—put and passed.

A ballot having been taken, the following members were elected, in addition to the mover, to serve on the committee:—The Hons. J. G. H. Amherst, T. Burges, M. Grant, J. W. Hackett, E. T. Hooley, and G. W. Leake.

THE COLONIAL SECRETARY (Hon. S. H. Parker) moved, That a message be forwarded to the Legislative Assembly, acquainting it that the Council has agreed to the above resolution.

Question—put and passed

## ADJOURNMENT.

The Council, at 9-10 p.m., adjourned until Friday, 9th December, at 3 o'clock p.m.

## Legislative Assembly,

Wednesday, 7th December, 1892.

Mullewa-Derby Stock Route—Working of Land Titles Department—Footway for Passengers on North Fremantle Railway Bridge—Homesteads Bill: discharge of Order—Constitution Act Amendment Bill, 1892: in committee—Public Institutions and Friendly Societies Land Improvement Bill: in committee—Bonus for Deep Sinking on Goldfields: Resolution considered in committee—Adjournment.

THE SPEAKER took the chair at 7-30 p.m.

## PRAYERS.

## MULLEWA-DERBY STOCK ROUTE.

MR. RICHARDSON, in accordance with notice, asked the Commissioner of Crown Lands whether the Government had decided on the direction of the stock route between Mullewa and Derby; (2), whether they proposed to declare a travelling route reserve along the said route, and what width they considered such travelling route should be?

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) replied that the Government had decided on the direction of the stock route between Roebourne and Mullewa, and the plans showing the route would be laid on the table shortly. It was proposed to declare a travelling route reserve along the said route of a width of one quarter of a mile. The direction of the stock route between Derby and Roebourne had not been decided.

## WORKING OF LAND TITLES DEPARTMENT.

MR. MONGER, in accordance with notice, asked the Attorney General,—1. Whether there were any, and if so how many, plans of sub-divisions in the Titles Office awaiting confirmation, and by

whom the plans were prepared, when they were lodged, and what reasons there were for the delay? 2. Under what regulation had the Licensed Surveyors under "The Transfer of Land Act" to work, and how often had the regulations been altered or amended; and, on what notice, and at whose instance? 3. Was there a qualified surveyor specially engaged to check the plans of private licensed surveyors; if not, by whom were they checked? 4. Would the Attorney General lay a copy of the present regulations on the table of this House?

THE ATTORNEY GENERAL (Hon. S. Burt) replied:—1. Fifteen deposited plans are pending, whereof the particulars, as asked for, are set forth on the sheet laid upon the table. 2. Under those in force for the time being. Two sets of Regulations by the late Surveyor General and the Deputy Surveyor General, gazetted successively 7th March, 1889, and 30th June, 1892, the latter having been approved by the Governor in Executive Council, 25th May, 1892. The Commissioner of Titles has also twice notified the size and character of plans in pursuance of paragraph 4 of the 1889 Regulations. The earlier Regulations came into operation upon publication. The latter (and present) Regulations one month afterwards. 3. There is no qualified surveyor on the staff of the Titles Department. The plans are checked by the draftsman in the Titles Office with the records of the Survey Office. If they agree, they are acted upon. If not, they are passed to the Surveyor General for direction. 4. A copy of the Regulations has been this evening placed upon the table.

## FOOTWAY FOR PASSENGERS ON NORTH FREMANTLE RAILWAY BRIDGE.

MR. PEARSE, in accordance with notice, asked the Director of Public Works whether he considered it practicable to attach to the North Fremantle Railway Bridge a way for foot passengers; if so, whether he would place a sufficient sum on the Estimates for 1893 to effect that object?

THE DIRECTOR OF PUBLIC WORKS (Hon. W. H. Venn) replied that the cost of a footpath of the character suggested would probably be considerable, as it would involve the con-