

LEGISLATIVE COUNCIL,
Tuesday, 9th July, 1878.

Loan Bill, 1878—Financial Statement—Northern Railway, deviation from original route—Boat Licensing Bill, 1878: recommitted—District Roads Act, 1871, Amendment Bill, 1878: motion for second reading—Colonial Passengers Amendment Ordinance, 1868, Explanation Bill, 1878—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

LOAN BILL, 1878.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) moved the first reading of a Bill to provide for the raising of a loan of £200,000 for certain public works.

Motion agreed to.

FINANCIAL STATEMENT.

On the motion of the COLONIAL SECRETARY, the Speaker left the Chair, and the House resolved itself into a Committee of ways and means.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) then said: Sir—On this occasion I rise to place before the Committee a statement of the estimated revenue and expenditure for the ensuing year, and in doing so the Committee will readily understand me when I say that I address it with more than ordinary diffidence. I am, however, encouraged in the discharge of that duty by a conviction that the indulgence which usually characterises the proceedings of this House will be extended to myself on the present occasion, and that the Committee will treat my imperfections with leniency, especially as this is the first time I have had the honor of making a financial statement in this Chamber. Before touching on the revenue, I shall take a brief and retrospective glance at the position of the Colony for the last few years, feeling that I shall best consult the convenience of hon. members by adding nothing further in the way of introductory remarks. Sir, Western Australia has recently suffered many trials and gone through many difficulties, but, notwithstanding unfavorable seasons, drought, blight, red rust, and other visitations which have injuriously affected the material interests of the Colony, the

country has successfully emerged from these difficulties, with a vitality which appears to me to augur well for its future. In proof of this, I will in the first instance call the attention of the Committee to a comparative statement of the public revenue for the years 1875-6 and 7, which shows that, notwithstanding the depression which has affected the staple industries of the Colony, the revenue has steadily increased. In the first-named year, the revenue amounted to £157,758; in 1876 it had advanced to £162,189; and during last year the receipts from all sources amounted to £165,412. The Committee will observe that the estimated revenue for the ensuing year—£178,348—is considerably in excess of this amount, and the question will naturally be asked upon what grounds the Government anticipate this increment, and whether it is based upon a reasonable foundation. Well, sir, I will give you my reason for anticipating this augmentation, and when I do so I think hon. members will admit that our anticipations are not based upon any adventitious circumstances. The Committee is aware that a portion of the Northern Railway has already been opened for traffic, and there is every reason to believe that the whole line will be completed very shortly. This railway cannot but contribute very materially to the development of the mineral resources of the districts which it traverses. The Committee is also aware that we are about to enter upon the construction of a railway to connect Guildford, and eventually the agricultural districts eastward, with the capital and a port of shipment—a work which, when completed, will enable the settlers of this Colony to compete on more favorable terms with their more opulent neighbors of South Australia, as regards breadstuffs and cereals. With reference to the Northern Railway, I may say that the Government anticipate a revenue of £4,200 from the returns on that line during the ensuing year, which however will, it is expected, do no more than cover the working expenses of the line for the same period. I wish the Committee therefore to understand that we do not base our calculation of an increased revenue for the next year upon the traffic receipts of this railway. What we chiefly rely upon to form the main

element of surplus buoyancy to the year's revenue is our guano deposits. In 1877 the receipts derived from this source amounted to £7,000: this year we have already realised nearly £9,000—though we cannot hope that this amount will be much supplemented, as no guano licenses will be issued after 15th August. Hon. members are aware that the Government have invited tenders for the right to remove guano from the Lacedepes, and it is expected that the terms upon which this privilege will be conceded will prove advantageous to the Colony, and form a very considerable item of revenue. We have already received an offer of £12,000 a year from one firm, who undertake to remove 24,000 tons annually, at the rate of 10s. per ton, in the shape of royalty; but we anticipate that this offer will be followed by others on still more favorable terms to the Government: indeed, I may inform the Committee that a tender has already been submitted by a firm who are prepared to pay a royalty of 16s. 7d. per ton. Hon. members will therefore see that the Government are perfectly justified in relying upon this item to yield a large amount of revenue in the course of the ensuing year. The returns of exports for the past year are further corroborative of the fact that, notwithstanding seasons of drought and depression, the prosperity of the Colony has not been seriously retarded. Undoubtedly there has been a falling off in some items of export, and notably as regards horses and copper ore; but, on the other hand, wool, which may be regarded as the principal item of our export trade, shows a considerable increase, and proclaims the success which has marked the extension of pastoral settlement. In 1876 we exported 2,831,174 lbs. wool, valued at £165,151, whereas last year our export trade in this item amounted to 3,992,487 lbs., valued at £199,624, showing an increase on the previous year of £34,473. Nor does this increment fairly represent the actual growth of the trade in this article of export, for while in 1876 the wool was estimated at 1s. 2d. per lb., I was induced last year, after consultation with those conversant with the value of this staple, to estimate the value at 1s. per lb. If the value in each year had been equally estimated there

would have been a surplus in favor of the exports for 1877, as compared with the preceding year, of £67,743. This increment I regard as very satisfactory. There is also a considerable increase in the item of lead ore, and, as there is no doubt that the approaching completion of the railway from Geraldton to Northampton will help to develop the trade in the mineral ore, I think we may regard this item as a calculable element in the maintenance of a surplus buoyancy in the year's revenue. Last year, the quantity of lead ore exported in excess of the previous year was 1,764 tons, of the estimated value of £21,168. Turning from the exports to our import trade, there is a slight falling off here, as compared with 1876, chiefly under the head of *ad valorem* goods—a decrease which I am not prepared to account for. I come next to the various items of expenditure for general purposes, as set forth in the Estimates already laid on the Table of the House, and I trust that any discursiveness on my part may be overlooked in the consideration of my desire to place before this Committee a full and impartial statement of the various items of expenditure calling for remark—a subject which I regard as specially appertaining to the functions of the Committee. The first item under this head is that of loans for Public Works, provision for which is to be made in the Bill the first reading of which the House has agreed to to-day. By that Bill it is proposed to raise the sum of £200,000, but out of that amount it is contemplated only to expend a moiety—£100,000 next year. To meet this charge, interest at the rate of 5 per cent. and a sinking fund at one per cent. will have to be provided for, amounting altogether to £6,000. In former loans contracted by the Colony, no provision was made for redeeming the debentures by means of a sinking fund, which will be a distinctive feature of this Session's loan Bill. The Committee will naturally be anxious to know how it is proposed to expend this sum, and I will proceed at once to enumerate the various heads under which the expenditure will be incurred. In the first place, there is a sum of £100,000 towards the construction of the first section of the Eastern Railway, and £20,000 for rolling stock for the same. Provision to the ex-

tent of £2,000 is also made for surveys of the proposed extension of the line eastward, and £13,000 will be asked for to complete the Northern Railway, as well as £4,000 for rolling stock for the same line. This makes the total for railway purposes £140,000. In pursuance of a resolution of this House, it is also proposed to raise the sum of £50,000 for the construction and conservation of roads throughout the Colony; and there is a further sum of £10,000 required for contemplated expenditure in connection with what I may term public works of minor importance, such as jetty extension, school-buildings, and a steam tug for use in Fremantle harbor. This makes a grand total of £200,000. As I have already said, it is proposed to expend only one half of this in the course of the ensuing year, and that expenditure is intended to be appropriated as follows:—payments in the Colony on account of the Fremantle, Perth, and Guildford Railway, £31,000; payments out of the Colony in connection with the same line, £22,000; surveys of extension line to the Eastern districts, £2,000; completion of the Northern Railway, £13,000, and rolling stock for same, £4,000—making the total expenditure on account of railways, £72,000. Out of the loan for roads construction, it is proposed to expend £20,000 next year,—a sum which it is believed will suffice to meet our requirements in this connection. A sum of £5,000 will, it is anticipated, be required for the purchase of the steam tug, and a further sum of £3,000 is proposed to be expended on other minor public works, in the course of the ensuing year. These are the principal items of expenditure contemplated by the Government, apart from the ordinary annual expenditure provided for in the Estimates. I do not propose to enter into a minute analysis of the various items of departmental expenditure, believing that in doing so I shall best consult the convenience of hon. members. When these items are considered in Committee, I shall be happy to furnish the House with any information regarding them which hon. gentlemen may desire. There is a slight increase in the Colonial Secretary's department, necessitated by the fact that the present clerical staff is found to be inadequate

for the efficient discharge of the multifarious duties connected with this department. Increased provision will also have to be made in connection with the Survey Office, arising out of the establishment of a photo-lithographic branch, which I think will not only prove of great advantage to the Colony but also an economical movement. There is an item under the head of Customs, with regard to which, although no increase is contemplated in connection with it, I think the House will expect me to say one or two words. I allude to the Revenue and Police Vessel on the North-West Coast, which has been a pretty costly item to the Colony. Every means have been taken by the present Administration to economise and minimise the expenditure in connection with this vessel, and, as regards the item of "provisions," it is proposed in future to adhere to a regular fixed scale of rations for the crew, giving Captain Walcott a small sum over and above a table allowance. I come next to the Office of Works, and in connection with this department it is proposed to increase the salary of the Director of Public Works from £500 to £600, but, in view of this increment, no fixed travelling allowance will be granted in future to this officer, who, henceforth, will be allowed the actual expenses incurred by him when travelling on public service, in the same way as myself and other officers who are allowed no fixed allowance. The Government have adopted this system with respect to the Director of Public Works, in pursuance of a wish expressed by this House when this item was under discussion last Session. There are some slight increases proposed in connection with the Telegraph Department, inasmuch as it has been deemed advisable to increase the number of linemen and to appoint two native assistants who shall be posted in the northern and southern districts, and, no doubt, increased efficiency will be ensured. The increased expenditure is however very trifling. In the Postal Department members will find a sum of £6,000 is placed on the Estimates in connection with the mail subsidy, and every exertion is being made by His Excellency to carry out the wishes of the House with regard to establishing steam communication between this Colony and Adelaide.

Passing over one or two departments in which no increase is contemplated, I come to the Medical Department, in connection with which there is a considerable increment, as it is contemplated increasing the salaries of orderlies from £18 to £30, in view of the recommendations of the Commission appointed to inquire into the administration of this and other departments of the public service. I also beg to draw the attention of the Committee to the report on the staff of the Hospital and Lunatic Asylum which was laid on the Table of this House: the recommendations contained therein have been carried out. There is, also, as hon. members will observe, a material increase in the item of "provisions" for hospitals, but regard being had to the expenditure under this head in previous years, it is believed that the sum now placed on the Estimates will not be more than sufficient to meet the necessary expenditure. And I may here remark that care has been taken with reference to this and other similar items to provide what is conceived will be an ample sum to meet our requirements, in order to avoid any excess Bills. In the Harbor and Light Department there is a trifling increase, consequent upon a proposed addition of £25 a year to the salary of the Harbor Master—a very trustworthy and efficient officer, and who does all within his power to limit the expenditure connected with the department under his control, consistent with maintaining its efficiency. The next item I come to is that under the head of Administration of Justice, the only increase in which is the result of an addition of £20 which it is proposed to be made in the salary of the magistrate's clerk (who likewise acts as postmaster and telegraphist) at the Williams. With respect to the alterations contemplated in the Police Department, this subject was so fully dealt with by His Excellency the Governor in the speech with which he opened the Session, that I need not refer to it in further detail. There is a slight increase under the head of "Gaols," in connection with warders' salaries, though the total grant for this department is less than it was for the previous year. The military guard having been withdrawn from Perth Prison, it has been found necessary to appoint an

extra night warder, and a similar appointment has been made in connection with the gaol at Geraldton. Carrying out the recommendations of the Departmental Commission, it is proposed to increase the salary of the Superintendent of the Rottneest Penal Establishment to the extent of £50 per annum, in lieu of all other emoluments and perquisites,—such as per centage and the "fifth quarter" (as it is termed)—he now enjoys. There is rather a heavy increase in connection with the Printing Department, but I think hon. members will hardly be inclined to cavil at this increase when they bear in mind the excellent manner in which the work connected with that office is turned out—not only equal but superior to the departments of any of the other Australian Colonies. There is an apparent decrease in the vote for "Education," but this arises from the fact that some items formerly included in this vote are now made to appear under the head of Works and Buildings. His Excellency, in accordance with the wishes of hon. members has made provision for the resumption of immigration—under different conditions, however—and a sum of £4,000 is placed on the Estimates for this purpose—a sum which the Government regard as amply sufficient. Under the head of pensions there is an increment of £112 10s., Mr. Spencer, late chief clerk in the Treasury, having retired from the public service. While dealing with the item of "pensions," the Committee will I am sure observe with regret the omission from the list of the name of that excellent officer, the late Surveyor General (Capt. Roe, R.N.) There is an increase of £1,100 in the item of "Works and Buildings," the details of which hon. members will find on reference to the Estimates. The vote for "Roads and Bridges" is the same as last year, no increase being here proposed in view of the contemplated loan for roads purposes. The expenditure in connection with the Lacepede Islands, though it appears for the first time as a separate item on the Estimates, is in reality the same as in previous years. In view of the proposed transfer of Victoria Park to the municipality of Perth, the Government propose to expend a sum of £200, in order to put the ground in fair order before the

transfer is effected. I next approach the item of "Miscellaneous Services." It embraces one or two items of increased expenditure: for instance, there is a sum of £350 in excess of this year's grant for Volunteer Corps, in view of the formation of a company at Albany and at York, and I am sure this is an increase at which no hon. member of this House will cavil, regard being had to the spirit of order and regularity, not to say discipline (so necessary amongst officials of all ranks), which Volunteer training is calculated to engender. The last vote of all with reference to which I need trespass any further on the patience and indulgence of the House, is that under the head of "Incidental Expenses,"—£1,180, which embodies various items of expenditure which could not be grouped under any specific head, but which nevertheless it becomes incumbent upon the Government to provide for. Sir, I now beg to move the first item on the Estimates for the ensuing year, "Establishment of His Excellency the Governor, £313 16s. 8d."

MR. BROWN thought it would tend to materially assist their labors if it were possible that the Estimates could be referred to a Select Committee, but as the Speaker had ruled that questions of finance could not be so referred, possibly the same object might be attended by the appointment of a Commission to go through the various items embraced in the Estimates, with a view to facilitate the labors of the House.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) said he was prepared to furnish hon. members with every information relating to all the items embodied in the Estimates and though, he had no objection to the appointment of a Commission—if there was a parliamentary precedent for adopting that course—still he failed to see why the Estimates could not be gone through, in an equally satisfactory manner, in Committee of the whole House.

MR. CROWTHER moved, That Progress be reported, and leave obtained to sit again on the following day.

Agreed to.

GERALDTON AND NORTHAMPTON RAILWAY.

The House expressed its approval of the site finally selected by the Govern-

ment for the terminus of the railway at Northampton (near the police reserve), as indicated on a plan laid on the Table.

BOAT LICENSING BILL, 1878.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) moved the recommittal of this Bill, which was agreed to, and several verbal amendments were introduced in clauses, 3, 6, and 7. [*Vide* "Votes and Proceedings," p.p. 112 and 116.]

Clause 7.—"It shall also be lawful for any such board as aforesaid to grant licenses to coxswains, masters, and engineers, having previously examined any persons applying for the same, both as to their general respectability and trustworthiness, and as to their nautical skill and general ability to manage a boat or vessel or to work engines (as the case may be); and any board may, if they shall see fit, cause any person applying for a license as an engineer to be examined as to his skill by such person or persons as they may appoint for the purpose, and may charge him for such examination such fee as may be approved of by the Governor. And it shall be lawful for any board to refuse a license to any person whom they shall consider unfit to hold the same. Provided, nevertheless, that every person who for a period of at least three years prior to the passing of this Act shall have been *bond fide* employed as an engine driver shall, if the licensing board are satisfied of his general respectability and trustworthiness, be entitled as of course to a license as an engineer."

THE ATTORNEY GENERAL (Hon. H. H. Hocking) moved, That all the words after the word "same" in the twelfth line (before the proviso) be struck out. The proviso at the end of the clause proposed to take the matter of testing the qualifications of engine-drivers out of the hands of the duly constituted board and place it in the hands of employers. In the interests of the public safety he objected to such a proposal. There was surely no hardship in requiring these men to go before a board to prove their competency: if they were really competent of discharging the duties devolving upon them, they need be under no apprehension as to the result.

MR. SHENTON trusted the House would support this amendment and agree to strike out the proviso, which affected a vital principle of the Bill,—a Bill brought in solely in the interests of the public. The appointment of an examining board, and the requiring of engine-drivers to prove their competency before such a board, could not fail to inspire public confidence, which would not be the case if employers were entrusted with the power of granting certificates of competency.

MR. S. H. PARKER opposed the amendment. The object he had in view in introducing the proviso was concurred in by the House when the Bill was under discussion the other evening, namely, that persons who had driven engines for a period of three years prior to the passing of this Act to the satisfaction of their employers should be exempted from undergoing an examination as to competency before a licensing board. This provision was introduced with the full concurrence of the House the other night, and yet the Attorney General now sought to have it struck out. After all, the owners of steamers were the persons most interested in the safe navigation of their vessels, and the granting of a certificate of competency to men who had been years in their employ might safely be left to their discretion and discrimination. It was only to this class of men the proviso referred.

MR. CROWTHER said that after hearing both sides of the question, he would go with the Government in this instance. He failed to see why employers, if satisfied as to the competency of a man, should have any objection to his submitting to an examination at the hands of a licensing board.

MR. S. H. PARKER pointed out that the provision as to three years' service only applied to the man's skill as an engine-driver. He would still have to go before the board of examiners to prove his trustworthiness and respectability.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) regarded the proviso which it was proposed to expunge as striking at the very root of the Bill. He really thought the hon. member for Perth (Mr. Parker) retained a brief on behalf of Messrs. Randell, Knight, & Co., whose case he advocated very energetically.

MR. BROWN said the House by a large majority had adopted the proviso a few evenings ago, and he thought it was a very objectionable practice thus to undo what the House had approved two or three days previously. He would however point out that when the proviso was agreed to, the Bill required these men to prove their competency as "engineers;" since then the word "engine-driver" had been substituted for "engineer."

MR. S. H. PARKER—referring to what had fallen from the Colonial Secretary—said he held no brief for any one; but his constituency and the public at large; in this respect he occupied a different and more independent position than the hon. gentleman opposite, who in all cases held a brief for the Governor.

Question—That the words proposed to be struck out stand part of the Bill—put.

Committee divided :

Ayes	9
Noes	7

Majority for	...	2
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AYES.	NOES.
Mr. Brown	The Hon. R. T. Goldsworthy
Mr. Burt	The Hon. M. Fraser
Mr. Glyde	Mr. Brockman
Mr. Hardey	Mr. Carey
Mr. Harper	Mr. Crowther
Mr. Marmion	Mr. Shenton
Mr. S. S. Parker	The Hon. H. H. Hocking
Mr. Pearse	(Teller.)
Mr. S. H. Parker	
(Teller.)	

The amendment was therefore negatived.

Clause 7, as amended, agreed to.

Clause 8:

THE ATTORNEY GENERAL (Hon. H. H. Hocking) moved, That clause 8 be amended as proposed. [*Vide* "Votes and Proceedings," p. 113.]

MR. BROWN moved, That Progress be reported and leave asked to sit again.

THE SPEAKER took the Chair.

The Chairman of Committees reported Progress, and asked leave to sit again on Wednesday.

Ordered.

DISTRICT ROADS ACT, 1871, AMENDMENT BILL, 1878.

MR. CAREY moved, That this Bill be now read a second time. The present Act did not work satisfactorily in many

respects, and the most important amendment proposed in the Bill before the House was that all the members of district roads boards should go out of office annually,—eligible however for re-election—instead of three members retiring by rotation as at present. Under the existing Act a member who headed the poll remained in office for three years, although he might not think fit to attend at any of the board's meetings. If the election took place annually, such a man would not likely to be returned again by the ratepayers. The fourth clause of the Bill provided that the chairman be elected by a majority of the votes of the ratepayers, and not as under the existing Act, chosen and appointed by the members of the board. The fifth clause provided that an estimate of the various works and improvements which a board purposed to make should be submitted to the ratepayers annually, following out the principle adopted with regard to municipal councils. The sixth and last clause provided that no member of the board shall be interested or concerned in any contract, either by employing men in his service on roads board works, by supplying rations to contractors, or in any way otherwise than as a member of the board. Grave abuses existed under the present Act, cases having occurred in which members of these boards apportioned the money of the board among themselves, employing their own men, and confirming their own returns of work performed. He hoped the Bill was one that would commend itself to the favorable consideration of the House.

MR. BROCKMAN, as an amendment, moved, That the Bill be read a second time that day six months. He regarded the Bill as quite unnecessary, and thought the various roads boards had, on the whole, worked very satisfactorily, and that it would be a mistake to endeavor to meet every exceptional case. As to the provisions of the sixth clause of the Bill, relating to members of boards being interested or concerned in any contract, he thought that was sufficiently provided for in the present Act.

MR. MONGER said he would support the motion for the second reading. A great deal of dissatisfaction existed with regard to the manner in which the proceedings of many of these district boards

were conducted. In 1876 he was a candidate for a seat on the board in the district where he resided, and at the suggestion of several of the ratepayers he asked the returning officer, before the polling commenced, to nominate scrutineers, but there being no provision in the Act for such nomination he had been denied the privilege he had asked for, much to the annoyance of the ratepayers, many of whom under the circumstances refrained from going to the poll at all, knowing very well what would be the result. The evils complained of would to a great extent be remedied under the third clause of the present Bill, which provided that the Resident Magistrate shall be the returning officer, and that he shall, if required by the candidates, permit two scrutineers to attend the polling. As to the mode in which it is proposed to elect a chairman, he failed to see why the same principle should not be applied to the roads boards election as was in operation with respect to municipal elections, where the chairman was elected by the ratepayers, and not nominated by the members themselves. He thought the provisions of the third clause, requiring all the members to go out of office every year, and not in rotation as at present, a very great improvement, for, as had been pointed out by the hon. member for Vasse, men were now returned for three years, and finding their seats safe for that period did not care whether they attended any of the board meetings or not. Last year, in the district which he represented, three members who went out of office by rotation were again returned, although he believed they had not attended three meetings of the board during the whole time. He would support the provisions of the sixth clause—referring to members having pecuniary interest in contracts—on principle, for undoubtedly the present system led to a great deal of abuse.

MR. CROWTHER rose to support the amendment of the hon. member for Swan. To his mind, the present Bill had been brought forward to meet special cases rather than general requirements. The existing Act had worked very fairly, so far as he could learn; it would be a very difficult matter indeed to frame an Act of Council that would work well in every district, and under all circumstances.

No doubt the present Act might be improved in some respects, but the improvements contemplated in the Bill before the House did not commend themselves to him. The result of all the members retiring from office every year might be the return of fresh candidates utterly unacquainted with the work to be done. As to the election of chairman, he failed to see why the chairman of a board should not, as at present, be elected by the members of the board, who, in their turn, were elected by the ratepayers; the members themselves were, as a rule, better able to judge of the fitness of one of their number for the office of chairman, than the electors would be likely to be.

Amendment put and passed, on the voices.

THIRD READING.

The Colonial Passengers Amendment Ordinance, 1868, Explanation Bill, 1878, was read a third time and passed.

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

LEGISLATIVE COUNCIL,

Wednesday, 10th July, 1878.

Railway Bill, 1878: first reading—Northern Districts Special Revenue Act, 1873, Amendment Bill, 1878—Eastern Railway Bill, 1878: first reading—Embossed Telegraph Forms—Mr. Browne's letter to the Secretary of State—Land Titles Office: select committee appointed to inquire into working of—District Roads Boards Audit Act, 1877, Repeal Bill, 1878: third reading—Estimates: in committee—Adjournment.

THE SPEAKER took the Chair at 7 o'clock.

PRAYERS.

RAILWAY BILL, 1878.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) moved the first reading of a Bill to consolidate and amend divers

Acts now in force relating to the Survey, Construction, and Maintenance of Railways.

Motion agreed to.

NORTHERN DISTRICTS SPECIAL REVENUE ACT, 1873, AMENDMENT BILL, 1878.

Read a first time.

EASTERN RAILWAY BILL, 1878.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) moved the first reading of a Bill to authorise the construction of a railway from Fremantle to Guildford.

Motion agreed to, and Bill read a first time.

EMBOSSSED TELEGRAPH FORMS.

SIR T. COCKBURN-CAMPBELL, in accordance with notice, moved, "That this House is of opinion that it would be desirable, and a public convenience, to introduce the system of Embossed Telegraph Forms, such as are in use in the Mother Country; and that the Government be requested to give effect to the wishes of the House in the matter." The hon. baronet said he understood that the Government, having heard the expression of opinion which was elicited on the subject the other evening, had already taken steps to carry out the wishes of hon. members with respect to these forms, and he begged to avail himself of the present opportunity of thanking the Government for the extreme readiness with which they had met the wishes of the House in this matter, as well as in the matter of introducing the postal card system.

Motion agreed to.

MR. BROWNE'S LETTER TO THE SECRETARY OF STATE.

MR. S. H. PARKER, in accordance with notice, asked the Colonial Secretary, whether a letter addressed by Mr. T. H. J. Browne to the Secretary of State for the Colonies, dated 13th April last, and forwarded to His Excellency the Governor, in triplicate, had yet been sent on to Downing Street, and, if so, when? And the reason for any delay.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) replied that the correspondence of the Governor with the