

useful measure. Hon. members were aware that, under the Industrial Schools Act, the Governor was empowered to direct that juvenile offenders who were considered too young to be sent to prison might be sent to any institution certified under that Act (such as the Orphanages), if the managers were willing to receive such offenders into their establishment. But, for obvious reasons, the directors of these charitable institutions were often unwilling to receive these black sheep within their fold, and it therefore became necessary to appoint an institution for the reception of these juvenile criminals, to which they might be sent without the consent which is required under the present Act. It appeared to the Government that no place would answer this purpose better than the Rottneft Reformatory, and all the present Bill proposed doing was to enact that that establishment shall be constituted an institution within the meaning of the Industrial Schools Act, and that the person in charge of the reformatory shall be the "Manager" thereof, for all the purposes required by the said Act.

The Bill was read a second time, *sub silentio*.

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

LEGISLATIVE COUNCIL,

Tuesday, 12th September, 1882.

Warrants for Payment of Money from the Treasury—Moorings for the port of Cossack—Brands Act Amendment Bill: recommitted—Reply to Message No. 10 (Mr. Audley Coote's proposal for construction of Railway to King George's Sound)—Civil Service Competitive Examination: Adjourned Debate—Railways Act Amendment Bill: third reading—Municipalities Act Amendment Bill: recommitted—Estimates: further considered in Committee—Stamp Duties Bill: recommitted—Adjournment.

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

PRAYERS.

WARRANTS FOR PAYMENT OF MONEY FROM THE TREASURY.

MR. STEERE, in accordance with notice, asked the Honorable the Colonial Secretary, "Whether all public moneys issued from the Treasury are issued in accordance with the forms for General and Special Warrants, as provided for by Regulation No. 40 in the Audit Act; and, if not, when it is intended that the said Act should be complied with in this respect."

THE COLONIAL SECRETARY (Lord Gifford) replied "That the law was not perfectly clear with regard to the point to which the hon. member's question was supposed to refer, but, as soon as the legal point had been decided, such instructions would be issued as the case may require."

MOORINGS FOR PORT COSSACK.

IN COMMITTEE.

MR. GRANT, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to take such steps as may be necessary for the purpose of laying down secure moorings at Cossack, for the safety of steamers calling at that port." Hon. members were doubtless aware that the anchorage at Cossack was not a very safe anchorage, and the want of moorings was very much felt, and if supplied, would be a great convenience. At present vessels did not care to enter the Creek, owing to the strong tidal currents, and to the fact that there was nothing to which they could moor; and the recent accident to the steamer *Rob Roy* would, no doubt, make the owners of vessels still more chary of entering. The trade with this port was increasing every month, and he thought the Committee would agree with him that money expended in providing moorings would be money well spent, in providing an acknowledged want.

MR. SHENTON, in supporting the Address, said he considered these moorings of paramount importance, and, unless they were put down, not only would the residents of the district be put to great inconvenience, but the district itself would suffer. He understood the owners of the coasting steamers would not allow their vessels again to enter the Creek to

discharge cargo, after the recent accident to the *Rob Roy*, which accident was primarily caused by the absence of moorings. Moreover, the insurance companies had raised objections to the steamers entering the Creek, unless moorings were laid down there.

THE COLONIAL SECRETARY (Lord Gifford) said the Government had not lost sight of the fact that moorings were a necessity at Cossack; at the same time there existed the widest diversity of opinion as to where they ought to be laid down. Hardly any of the captains of coasters agreed on the subject, and he thought it would be generally recognised, after this explanation, that it would be unwise on the part of the Government to fix down any moorings until they first ascertained, by careful inquiry and examination, where would be the most desirable spot for doing so. They had referred the matter to a most competent authority, the commander of H. M. S. *Meda*, and to other reliable authorities, and they all recommended the Government to first ascertain by means of a careful survey of the locality where would be the most advantageous place for fixing these moorings. As soon as they got this information, the Government would be prepared to do what the hon. member for the district asked them to do, in the Address now before the Committee.

MR. SHENTON pointed out that all the Address contemplated was that the Government should take the necessary steps to carry out the desired object.

MR. GRANT said it was satisfactory to hear of the good intentions of the Government as regards providing these moorings, but he was sorry to find so much procrastination before any action is taken in the matter. There were residents in the district who were well capable of enlightening the Government as to the best spot for fixing the moorings, without incurring any further delay; and, should it be found hereafter that a more suitable spot could be found, they could be easily removed.

The Address was then agreed to.

BRANDS ACT AMENDMENT BILL.

This Bill was recommitted, and the 4th clause struck out without discussion. [*Vide* "Votes and Proceedings," p. 146.]

REPLY TO MESSAGE (No. 10): (RAILWAY TO KING GEORGE'S SOUND: MR. AUDLEY COOTE'S PROPOSAL).

SIR T. COCKBURN-CAMPBELL, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, in reply to the Message which His Excellency had sent to the House, forwarding certain proposals made by Mr. Audley Coote, of Tasmania, for constructing a line of railway from York to Albany." The hon. baronet said he thought there were two questions that ought to be considered in connection with this matter: in the first place, whether it was worth while for us to build this railway at all, and, in the second place, in the event of our deciding that question in the affirmative, whether the offer now before the House was a desirable one to accept. In regard to the first question,—whether it is worth our while to build a railway through this country, to connect the Eastern Districts with King George's Sound, he dared say some hon. members may have come to the conclusion that it is not, in consequence of the reports furnished with reference to the country by Messrs. Forrest and Price, the surveyors who were engaged last year to report upon the proposed route. Certainly these reports seemed very discouraging, and he did not dispute the accuracy of them—he thought, taking into consideration the very short time those gentlemen had to make the survey, that the reports were very accurate indeed. At the same time, no doubt they were very liable to give an erroneous impression to persons whose knowledge of the country is derived from these reports, or to persons who had formed their impressions from what they had seen of the country when travelling along the Albany road, which escaped nearly all the good land. He would remind hon. members that it would be simply impossible in any part of the Southern portion of the Colony to carry a line of railway for 220 miles in any direction without having to go through a large quantity of bad country, such as some of this land between York and Albany was represented to be. He had a very fair general knowledge of the country to the south of York and Perth, and he must say that there was no line you could carry in that direction that would

not go through as much bad country, and a great deal less of good country than this line would traverse. One hon. member lately spoke of a railway from Newcastle to the Irwin as being a more advisable line to construct than a railway from York to Albany. He (the hon. baronet) did not want to say anything against the country on that side, and he hoped that eventually a railway would be constructed right through from Geraldton to the Sound; but he thought, if a report were made of the country from Newcastle to the Irwin, it would be found that there are vast expanses of sandplain, and that the report on the whole, would be very much more discouraging than the reports on the country down South. He was thoroughly impressed—the reports referred to had not altered his mind on this point—that the only way in which this part of the Colony can advance is by constructing a railway connecting our Eastern Districts with King George's Sound, and, eventually a branch line from the midland agricultural areas, starting from somewhere about the Williams, to Bunbury. Therefore, to his mind, the question as to whether it was worth while to build this railway was decidedly answered in the affirmative. Then came the question of whether Mr. Audley Coote's proposal was a good one for the Colony to accept. It certainly could not be said that it was not a liberal one. He recollected, some years ago, when certain gentlemen were anxious to have a railway from Fremantle to Guildford built on the same principle—the guaranty system—that at that time (so he was informed) a guaranty of $6\frac{1}{2}$ per cent. was the lowest amount for which they would get capitalists to think of entertaining the project. He therefore thought, so far as he understood Mr. Coote's proposal for constructing this line from York to Albany,—the Government to guarantee the company interest at the rate of $3\frac{1}{4}$ per cent.—that this was a very liberal proposal, for, as pointed out by Mr. Coote, it is quite certain that the Colony would have to pay £1 per cent. more than this, in perpetuity, if it tried to borrow the money required to build the railway, whereas the guaranty asked for by Mr. Coote was for the comparatively short period of twenty-five years. But, all the same,—although no

doubt the proposal was a liberal one, he must confess he did not think it was one which the Colony could go in for, at the present time. He assumed, of course, that what Mr. Audley Coote proposed was, that after the working expenses of the line and its maintenance were provided for, we should guarantee that his company shall receive interest at the rate of $3\frac{1}{4}$ per cent. on the amount spent in constructing the line. He understood some hon. members were of a different opinion, but the resolution he had prepared was based upon that supposition. The cost of the proposed line, according to the estimate of the Acting Commissioner of Railways (Mr. Clayton Mason) was about £690,000 without equipment, but Mr. Coote pointed out that the Government could not execute the work as cheaply as a syndicate of capitalists could. He (the hon. baronet) thought, therefore, that we might fairly put down the cost of the line, with equipment, at £700,000 in round numbers. The interest on this sum at $3\frac{1}{4}$ per cent. would amount to £22,750 a year. The estimated cost of working expenses was £29,000, giving a total of £51,950 per annum. So far as he could see, he did not think that, for some time to come, until settlement has considerably increased along the line, we could expect to receive more than £10,000 or £12,000 a year in receipts—which he thought was a liberal allowance for the first few years; consequently we should have to pay something about £40,000 a year for this railway, and he failed to see, although the indirect gain would be very great, that it would be so great as that the Colony could afford such a direct loss. He thought the House would agree with him in that. On the other hand, Mr. Audley Coote in the first part of his letter spoke of an alternative system which he is prepared to entertain, the system, namely, of constructing a line on the principle of a small guaranty of interest for a limited period, coupled with small grants of land along the proposed railway. He thought it would be very desirable, before we finally break off negotiations with Mr. Coote, that we should ascertain on what terms he would be prepared to construct this line on the alternative system referred to. This system, if carried out, would, in the words of his resolution, be more in

consonance with the object which that House originally had in view, namely, to procure the assistance of outside capital in the settlement and development of the resources of the country through which the railway would pass. It had been said lately, and said with very great truth, that the introduction of outside capital, and its investment in the Kimberley District, had done a wonderful amount of good to the Colony, by bringing it into notice, and advertising it. And although, in common with the rest of hon. members, he was extremely anxious to see our Northern territory going ahead, they must be anxious also to see the South keeping pace with it,—though he thought it would be rather more difficult to make this part of the Colony go ahead than the North. It was very necessary, however, that outside capital should be introduced, in order that it may have the same beneficial effect upon this part of the Colony as it had already had as regards Kimberley, and he did not think anything would be more advantageous to us than if such a proposal as that now before the Committee were carried out. He thought most people looked at these railway proposals from a wrong point of view; the first question they asked was, whether it would pay, directly, and if it occurred to them that it would not, then they thought the thing ought to be discouraged at once. He did not think they ought to look at these railway projects from that point of view. The question for our consideration was not so much whether a railway was going to pay, but whether the indirect advantages which would accrue from it, in the shape of increasing revenue and stimulating production, would not be so great as to make up indirectly for the apparently dead loss that we sustained; and he thought, before we finally broke off negotiations with Mr. Audley Coote, it would be well to ascertain whether, under the alternative system referred to, some arrangement might not be arrived at by which we should derive such indirect advantages from this railway as to make up for the direct loss which its working would at first entail. Therefore it was he moved the following resolution:—"That an 'Humble Address be presented to His 'Excellency the Governor, in reply to

"His Excellency's Message No. 10, informing His Excellency that, although acknowledging the terms of Mr. Audley Coote's proposal for the construction of a Railway between the Eastern Districts and King George's Sound to be liberal, this House does not consider that, under the present circumstances of the Colony, it would be prudent to accept them. But before finally breaking off negotiations with Mr. Audley Coote, this Council is of opinion that it would be desirable to ascertain what terms Mr. Coote might be willing to offer for the construction of the railway under the alternative system to which he alludes, of a smaller guaranty of interest for a limited period coupled with small grants of land along the line; such a system being more in consonance with the object this House originally had in view, to procure, namely, the assistance of outside capital in the settlement and development of the resources of the country through which the line should pass."

THE COLONIAL SECRETARY (Lord Gifford) thought there was more in these proposals of Mr. Audley Coote than might appear on the surface, and he agreed with the hon. baronet that it would be wise on our part not to break off negotiations with Mr. Coote until we obtained some further information as to the terms upon which he would be prepared to build this railway, on the principle of a small guaranty of interest combined with small grants of land. The noble lord himself thought that, if this system was one which was within our means to adopt, it was preferable to the other system proposed by Mr. Coote, namely, that this Government should guarantee the company interest at the rate of $3\frac{1}{4}$ per cent. on a million of money which, as had been pointed out by the hon. member for Plantagenet, was rather beyond our means at the present time.

The Address was then agreed to.

CIVIL SERVICE: COMPETITIVE EXAMINATION.

ADJOURNED DEBATE.

MR. STEERE said he had simply moved the adjournment of the debate on the resolution submitted by the hon.

member for the Vasse in order to enable the House to see the Colonial Secretary's amendment in print. So far as he could see, the amendment submitted by the noble lord—namely, that the population and circumstances of the Colony are not at present such as to render expedient the full institution of a system of competitive examinations for the public service, but that it was desirable the Government should take steps for adopting such a system so far as the condition of the Colony would admit of it, with advantage to the public service—so far as he could see, this amendment would, for the present, carry out the wishes of the Council.

MR. CAREY said he was perfectly well aware that the circumstances of the Colony did not admit of a system of competitive examination being carried out in its entirety, as in older countries like England, and he was quite prepared to accept the amendment. He accepted it on the principle that half a loaf was better than no bread; and he recognised the fact that, in acceding to his proposal even to this extent, the Government would relinquish a considerable amount of patronage which it now enjoyed as regards appointments to the Civil Service.

The amendment was then put and passed.

RAILWAYS ACT AMENDMENT BILL.

Read a third time and passed.

MUNICIPALITIES ACT AMENDMENT BILL.

On the Order of the Day for the third reading of this Bill being read,

MR. SHENTON moved that the Bill be recommitted.

Agreed to.

IN COMMITTEE.

MR. SHENTON said it would be in the recollection of hon. members that when this Bill was under discussion in Committee the other day, the hon. member for the Murray moved a New Clause, to stand as Clause 2, enacting that the boundaries of the East Ward shall comprise and include the boundaries of South Perth, so as to bring the residents in that part of Perth within the Municipality. But, on looking at the map, it was

afterwards found that the portion of South Perth which they wanted to include within the boundaries of the East Ward was not included within the boundaries of the city, and this could only be done by proclamation. He thought the question would also arise as to whether it would be desirable to include the whole of South Perth within the municipal boundaries. Under these circumstances he thought it would be better to pass the Bill without this second clause, which he therefore now moved to strike out.

Agreed to, *sub silentio*.

Bill reported.

ESTIMATES.

The House then went into Committee for the further consideration of the Estimates.

Aboriginal Department, Item £1,250:

MR. STEERE said he observed an increase in the vote, under the heading "Board and lodging of Aboriginal children at Perth and Busselton," from £400 to £500. He thought the House ought to receive a report from the Managers of the institutions at which these children were maintained, showing how this money was expended,—the number of children supported, the number sent out to service, and other information.

THE COLONIAL SECRETARY (Lord Gifford) said there was a report furnished by the Bishop affording all such information. As to the increase of the vote from £400 to £500, the question of maintenance had been very carefully considered, and an estimate prepared showing that it would be impossible to do with less than £500, regard being had to the number of children who had to be supported.

MR. CROWTHER thought that, among other details which ought to be furnished to the House with reference to these institutions was a return of the deaths which annually took place among the inmates. It struck him that we caught many of these unfortunate children only to kill them, by injudicious though well-meaning treatment. He thought the whole system ought to be reorganised, and, in his opinion, we could not do better than follow the example set us by our Roman Catholic friends, and see

if we could not get some one to take over these children, the Government paying so much towards the maintenance of each child.

MR. MARMION had no wish to appear uncharitable, but he did hope due economy was exercised in the expenditure of this vote. It was well known that the number of aborigines about Perth and Fremantle had materially decreased of late years, yet the vote for this department was increasing, rather than otherwise. He thought it would be very interesting to the members of that House if the report referred to by the noble lord were presented to the Legislature annually.

THE COLONIAL SECRETARY (Lord Gifford) believed that the strictest economy was exercised in the management of the institution referred to. It might be true that the number of native children about Perth had decreased of late years, but it should be borne in mind that children are sent from all parts of the Colony to this institution.

MR. SHENTON thought that so long as these poor natives remained amongst us—and they were gradually dying out—it was our bounden duty to look after them. The time would come, and, probably, was not far distant, when there would be no necessity for the greater portion of this vote. With regard to the native children maintained at the Perth institution, he noticed that some of these children were almost as white as Europeans, and it would be a sin to allow these children to run wild in the bush, without some efforts being made on our part to reclaim them, and to prevent their being brought up as savages. He hoped the House would offer no opposition to the proposed increase of this vote; for himself, he would much rather see it still further augmented.

MR. BROWN thought, with the hon. member for Newcastle, we ought to do a great deal more than we have done for the aborigines, and especially the old and infirm amongst them; at the same time he considered the Legislature had a right to be informed how this vote was expended.

MR. CAREY said he could not help noticing the smallness of the grant made in aid of the Roman Catholic native institution (£150)—an institution which hon. members would agree with him had

done, and was doing, a great deal of good among the aborigines. He should like to see a much larger sum placed on the Estimates towards the upkeep of this most deserving institution. The hon. member also called attention to the item "clothing and blankets," and stated that frequently the blankets were issued so late in the season as to be of very little use to the natives.

MR. GRANT thought a great deal more might be done for the aborigines than we were now doing, both for their own sakes, and for the sake of the Colony. Their services might be utilised to a much greater extent than now, to their own advantage as well as of their employers. It was a disgrace to us to see so many old and infirm natives wandering about Perth, who ought to be sent somewhere out of town, where they could more freely enjoy their nomadic habits. He should like to see this vote increased to £3,000 or £4,000.

The item was then agreed to, as printed.

Special Coast Survey, Item £2,000:

MR. STEERE was afraid, unless the House was prepared to vote an additional sum for this survey, a very long time would elapse before the work is completed. He understood that during the past twelve months scarcely anything had been done in this direction, and he had no doubt this state of affairs was quite as unsatisfactory to the officers engaged in the survey as it was to the Colony. He was quite convinced himself that the cheapest plan in the end would be to vote a somewhat larger sum for this survey than we do at present, in order to obtain a steam launch for the service. He was informed by the officers connected with the survey that such a vessel would be of the greatest advantage to them, especially while employed on the North-Western coast, where the tides are extremely rapid and the temperature in summer is so very hot that it is impossible for men to pull about in open boats for any length of time without becoming exhausted. He was sure the House would, sooner than see this money frittered away as it seemed to be under the present system of going to work, prefer that a larger sum should be voted to procure a steam launch for the service, in conjunction with the *Meda*. He hoped the Gov-

ernment would consider the matter, and see if something could not be done to expedite the survey.

THE COLONIAL SECRETARY (Lord Gifford) said this matter had not escaped the attention of the Government, but had been under their consideration for some time past, and he would be glad to hear an expression of opinion from hon. members as to the advisability of purchasing a steam launch for the service. Hon. members were aware that this vote was supplemented by an equal amount from the Imperial Government, and if we found that the Home authorities would not be indisposed to contribute one half the cost of a launch, this Government would be prepared at once to incur the other half, and to purchase a suitable vessel. It was the intention of the Government to open up negotiations with the Admiralty on the subject, and, if a favorable answer were received, he thought there would be a sufficient sum under the vote for "incidental expenses" to meet the cost of purchasing such a vessel.

MR. BURT was afraid that if the Government entered into negotiations with the Secretary of State on this subject it would entail a great deal of unnecessary delay, and he thought, if the House considered it would be advisable that this steam launch should be procured, the better plan would be to get it at once from one of the other colonies, and then see whether the Imperial Government would not go halves with us in the cost of such vessel, which would undoubtedly greatly facilitate and expedite the work.

MR. MARMION was inclined to agree with the hon. member for Murray and Williams, that much valuable time would be lost if the Government were to enter into correspondence with the Admiralty before taking any steps to procure this launch. He believed it was the intention of the Government to dispatch the *Meda* to the North-West about March next, and, if the course suggested by the hon. member for Murray were adopted at once, we could have a launch from the other Colonies ready to accompany the survey party.

MR. BROWN thought the Imperial Government would be quite prepared to contribute its share towards the cost of

purchasing this vessel—which would probably not cost more than from £400 to £600—if it found that the service would be expedited thereby. He thought it was very desirable indeed that such a vessel should be procured, with as little delay as possible.

MR. CAREY hoped the proposition of the noble lord on the Treasury bench would meet with the approval of the Committee.

MR. S. H. PARKER said he was quite prepared to state that, so far as the occupants of the front Opposition bench went, they would be quite willing for the local Government, without waiting to open up negotiations with the Imperial authorities, to provide the Marine Survey officers with a steam launch, for the purpose of carrying out the work on the North-West coast.

The vote was then agreed to.

Government Storekeeper's Department,
Item £576 10s. 7d :

THE COLONIAL SECRETARY (Lord Gifford) said hon. members would observe it was proposed to give this department a clerk at a salary of £100. An immense amount of clerical work had been thrown on the department, consequent upon the books having to be kept in conformity with the Treasury regulations.

MR. SHENTON thought any well-regulated mercantile establishment would be able to do the same amount of work with the staff already employed, in connection with this department.

MR. CAREY said, judging from the Storekeeper's report, presented to the House, the work attached to the department must be something stupendous. In order to give some idea of the magnitude of its transactions, the gentleman in charge reported that articles of police clothing were issued during the quarter under review (31st March last) requiring—he (Mr. Carey) could scarcely have believed it—no less than 165 yards of material to be cut and issued from time to time. Now, he thought, that was enough to tax the resources of any establishment. Nor was that all. There was the necessary trimmings as well, which, they were seriously informed, when made up by a tailor, made no less than twelve complete suits of clothes, and nine pairs of trowsers. There were also six great coats for the police, and three tunics,

"packed up and forwarded to the various police stations throughout the Colony, together with invoices and transport requisitions." No wonder the department was over-worked. Nor was this all; he found that in addition to this enormous amount of work, no less than fifteen caps and two helmets were also issued to various stations during the quarter. He hoped the Committee would agree to increase the staff, as suggested. It was evidently a very hard-worked department indeed.

MR. CROWTHER said he would undertake to run the establishment for £250 a year, and work it as efficiently as it was worked at present at a cost of double that amount. Our public departments were as a rule, altogether over-manned, or, if not over-manned, were over-boied.

MR. MARMION thought if anything was calculated to enlist the sympathies of hon. members for this department, it was the following paragraph in the very interesting report already referred to. "I feel it my bounden duty," the Colonial Storekeeper said, "to place on record my opinion that it is scarcely reasonable to suppose that the duties previously performed by a very considerably larger number of officials—the Police Storeman, Mr. Bell, Mr. Edward Joyce, Mr. Pether, the Harbor Masters, Mr. Dale, the Superintendent of Rottneest, etc., etc.,—none of whom, I presume, can be fairly said to have had too little work to do,—can now be done by so small a staff as mine is, in that efficient manner which it is desirable they should notwithstanding our best efforts have been put forth." No hon. member could resist that. It was really amusing to see how this gentleman piled on the agony. He noticed that, in discussing the momentous question "Whether the establishment is sufficient," the conclusion forced upon the writer was, that "the public service necessarily suffered from the want of a staff sufficiently strong to accomplish the great and constantly increasing amount of work devolving upon this department." "The clerical work, I find, most excessively trying." He (Mr. Marmion) should think it was excessively trying indeed, for he noticed that during the quarter no less than eighteen requisitions for conveyance were made on the Railway Department, eight on the Royal

Mail Department, and an equal number on Messrs. Lilly & Co. By all means, let the department have an additional clerk.

THE COLONIAL SECRETARY (Lord Gifford) said all this was no doubt excessively funny, but, if hon. members were to satisfy themselves by personal inspection, as he had done, of the amount of work devolving upon this department they would see that the vote now asked for was in no way excessive.

MR. GLYDE said it was originally his intention to have voted against this item (Clerk, £100), but, after the explanation opened by the noble lord, he should withdraw his opposition, being now inclined to give the new system a trial.

The vote was then agreed to.

Works and Buildings, Item £7,520: (Steam Dredge, 350; Furniture for Public Offices, £250; Do. for Government House, £200; repairs and painting ditto, £100; Jetty Cranes and Boat-house repairs, £150; Repairs and additions to public buildings and minor works, etc., £3000; Roebourne buildings, £500; Jetty at Geraldton, £1500; Warehouse, Vasse, 120; Hospital, Geraldton, £1000; Hospital, Perth, £350):

THE COLONIAL SECRETARY (Lord Gifford) said hon. members were aware that the railway extension was proceeding towards Chidlow's Well, and within a few months would be completed to that terminus, and it had occurred to the Government that it would be advantageous to have a branch line of telegraph connecting it with the Northam road. This, it was estimated, would cost between £450 and £500, and he had to move that item "Telegraph line to Northam Road, £500," be inserted after item "Steam Dredge."

MR. SHENTON was quite in accord with the Government as to the desirability of constructing this line, but the question was whether it ought not to be charged to loan account. It was part of the railway scheme.

THE COLONIAL SECRETARY (Lord Gifford) said that the suggestion made by the hon. member for Toodyay had not been lost sight of by the Government, and it was not yet decided whether this vote should not be recouped out of the loan.

The new item was then agreed to.

MR. STEERE, referring to the vote of £200 for providing furniture for Government House, said it always passed his comprehension how they could want all this money, year after year, to provide the Government House with furniture. Formerly the vote used to be £100, and he thought it would puzzle most people to understand how even that amount could be expended every year in furniture. Last Session the vote was increased to £200, on the motion of the hon. member for York, in order to provide a piano, which he believed had been procured; and it certainly seemed an extraordinary thing that a similar amount should be asked for again this year. He would move that the item be reduced to £100.

THE COLONIAL SECRETARY (Lord Gifford) said some of the curtains were getting very shabby, and required renewing.

MR. BURT noticed that £100 was also asked for repairing and painting Government House. A similar sum was voted last year, and he then called attention to the enormous amount that had been expended for this purpose during previous years—something like a thousand pounds. The house must be almost painted to death. As to furniture, it puzzled him where on earth it could be put. There must be enough furniture there to supply the stock in trade of a dozen upholsterer's shops.

The motion to reduce the vote from £200 to £100 was then agreed to.

THE COLONIAL SECRETARY (Lord Gifford) moved that between the words "Roebourne" and "Buildings" the words "and Kimberley" be inserted, and that the sum of £500 be increased to £1,100. Hon. members would recollect that he referred to this matter when the police vote for the Kimberley District was taken, provision having been made for these buildings in that vote, which, it would be remembered was reduced accordingly.

The motion was agreed to.

THE COLONIAL SECRETARY (Lord Gifford), referring to the vote of £1,500 for the Geraldton jetty, said the work was one of absolute necessity, for, unless a considerable portion of the present structure were renewed, the whole affair must inevitably come to grief. He was not prepared at present to say whether

this vote would suffice to complete the work, but he believed it would enable them to do almost all that was required at the present time.

MR. BROWN was pleased to find that the Government at last recognised the necessity of repairing this jetty. It was a marvel to him that there was anything left of it to repair, and he certainly doubted whether this £1,500 would suffice to do the work necessary to be done. Even assuming that it would be sufficient, he was convinced that the residents of the district would be anything but satisfied with the mere repair of the present structure, for it had become apparent, for some time past, that this jetty is utterly inadequate to accommodate the trade of the district, and the inhabitants naturally looked forward to having a more commodious structure erected, and carried out into deep water. This was a matter which, he might say, would be pressed upon the attention of the Government and of the House until some action was taken in regard to it. He did not mean an extension of the present jetty, but the construction of a new one, nearer the railway goods shed.

MR. STEERE, referring to the item "Geraldton Hospital, £1,000," said a similar amount was voted for the same purpose last year. Had that amount been expended, or allowed to lapse, or carried to suspense account; or was this £1,000 required in addition to that already voted?

THE COLONIAL SECRETARY (Lord Gifford) said he informed the House last Session when this item was under discussion that the £1,000 then voted was only a moiety of what would probably be required. Very elaborate plans had been prepared of a building which would have cost £3,000 or £4,000; but, after due consideration, the Government proposed not to expend more than originally intended, which he believed would suffice to erect a building suitable for the requirements of the district. The amount voted last year would be carried on to suspense account.

MR. MARMION expressed his disappointment that no plan or specification of the proposed building had been laid on the Table of the House. Twelve months had elapsed since this money was voted, and surely the Government might

have been prepared to place a plan of the building on the Table this Session. At present hon. members know nothing whatever about this building, beyond that they had voted £1,000 towards it last Session, and were now asked to vote another £1,000. They had no idea what it would cost eventually. This was not the first time he had called attention in that House to the desirability of plans and specifications of proposed new buildings being laid before hon. members, so that they may form some idea as to the adaptability of the structures for the intended purpose, and also be able to form a judgment as to the probable cost.

MR. STEERE concurred with the hon. member for Fremantle. The same subject had repeatedly been mentioned, in previous Sessions, and he thought a promise had been given that in future plans and specifications of proposed new buildings should be laid on the Table of the House.

MR. MARMION asked if anything was going to be done towards providing a Casualty Hospital at Fremantle?

THE COLONIAL SECRETARY (Lord Gifford) said it was the intention of the Government to meet the hon. member's wishes in this respect.

THE COLONIAL SECRETARY (Lord Gifford) moved to insert the item "Railway Platform, East Perth, £70."

Agreed to.

THE COLONIAL SECRETARY (Lord Gifford) moved that the item "Hospital, Perth, £350" be reduced by £100.

Agreed to.

Question—That a sum of £8,490 be granted for Works and Buildings—put and passed.

Progress reported.

STAMP DUTIES BILL.

This Bill was recommitted, and several amendments, mostly of a verbal character, were agreed to without discussion. [*Vide* "Votes and Proceedings," p. 147.]

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

LEGISLATIVE COUNCIL,

Wednesday, 13th September, 1882.

Maintenance of Water Police—Trespass, Fencing, and Impounding Bill—Brands Act Amendment Bill: third reading—Municipalities Act Amendment Bill: third reading—Reply to Message No. 8 (Kimberley Railway)—Stamp Duties Bill: recommitted—Industrial Schools Act, 1874, Amendment Bill: in committee—Adjournment.

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

PRAYERS.

MAINTENANCE OF WATER POLICE.

MR. STEERE, in accordance with notice, moved, "That an Humble Address be presented to His Excellency the Governor, praying that he will be pleased to forward the following Resolutions of the Legislative Council to Her Majesty's Secretary of State for the Colonies, for submission to the Home Office, with a view to having the question of maintenance and cost of Water Police favorably reconsidered."

"Resolution 1.—It was with surprise and regret that the Council learnt for the first time this Session that as far back as December, 1879, the Secretary of State for the Home Department had decided to reduce the grant hitherto made for the Imperial Water Police establishment in this Colony, and that only one-half of the cost of the Water Police Force at Fremantle would be borne by the Imperial Government, leaving the other half, and the whole cost at the outstations, to be paid by the Colonial Treasury."

"Resolution 2.—The Council feels assured that when it is remembered that the Water Police Force was first established, and is still maintained, for Imperial requirements in connection with the Convict Department, Her Majesty's Government will be disposed to favorably reconsider the decision previously arrived at, and will consent to continue the grant heretofore made, at all events until the end of the year 1887, when the Imperial grant-in-aid towards Magis-tracy and Police will cease."

"Resolution 3.—Should, however, Her Majesty's Government deem it undesirable to contribute the amount