

## WESTERN AUSTRALIA.

# PARLIAMENTARY DEBATES.

Legislative Council—First Session of 1881.

Opened on Monday, 21st March, 1881.

### LEGISLATIVE COUNCIL,

*Monday, 21st March, 1881.*

Opening of Council—New Members—The Governor's Speech—Railways Act, Amendment Bill: first reading—Address in Reply to the Governor's Speech—Adjournment.

#### OPENING OF COUNCIL.

THE Council was prorogued by His Excellency the Governor on the 8th September, 1880, to the 8th December next ensuing; thence to the 8th February, 1881; when it was further prorogued to the 8th April; but, whereas it was desirable that it should sooner meet, the Council was summoned for the despatch of business on the 21st of March, on which day it accordingly met.

The Council assembled at 2 o'clock, p.m.

#### NEW MEMBERS.

The Right Honorable Lord Gifford, Colonial Secretary; the Honorable A. C. Onslow, Attorney General; and Mr. E. A. Stone, having handed to Mr. Speaker the usual oath of allegiance taken and subscribed before His Excellency the Governor, took their seat as members of the Council.

#### THE GOVERNOR'S SPEECH.

Shortly after two o'clock, His Excellency the Governor entered the Chamber, and took the Chair.

HIS EXCELLENCY, having desired that honorable members be seated, was pleased to deliver the following Speech:—

“MR. SPEAKER AND GENTLEMEN OF  
“THE LEGISLATIVE COUNCIL,—

“Her Majesty's Government having  
“sanctioned a further Loan for the extension of the Eastern Railway, and for  
“the repayment to the Revenue of the  
“cost of the Eucla Telegraph Line, I  
“have, in accordance with the promise  
“contained in the Speech with which I  
“closed the last Session of this Council,  
“called you together at the earliest  
“practicable moment for the adoption  
“of measures to give effect to the decision  
“of the Secretary of State. A Bill to  
“authorise the raising of £150,000 by  
“loan, together with one to authorise the  
“Extension of the Railway, will accordingly be submitted for your consideration. I have also directed to be  
“brought forward the Stamp Duty Bill,  
“which you offered last Session to support if introduced concurrently with  
“the Loan Bill.

“Although considerable discussion  
“has lately taken place on the question  
“of route, I have up to the present time  
“seen no sufficient reason to recommend  
“any departure from the route adopted  
“by Your Honorable Council by  
“Resolution dated the 25th August last,  
“and submitted to the Secretary of State;  
“and a Bill has therefore been prepared  
“for the Extension of the Railway by  
“the surveyed route as far as the junction  
“at Chidlow's Spring. Should a strong

"and authoritative opinion be expressed in favor of any other route, I shall be prepared to take such action as the altered circumstances of the case may appear to me to require.

"A Report from the Director of Public Works on the Chittering Route, together with copies of Resolutions passed at public meetings held at Newcastle and York, will be duly laid before you. A public Memorial in support of the Chittering Route will also be submitted to you, with copies of a Map showing the various Routes advocated, which I have caused to be prepared for your information.

"It having been found that the powers of the Government under 'The Railways Act' are insufficient for the safe and efficient working of the lines, a Bill to remedy the defects which have been brought to my notice has been carefully framed by the Attorney General, and will be submitted for your approval.

"A Bill to amend 'The Jury Act, Amendment Ordinance' of last Session will be presented to you. It was intended by the Legislature that the Ordinance should apply to all places where Courts of General or Quarter Sessions are held, and the words 'or at any sitting of the Supreme Court or of any Court of General or Quarter Sessions of the Peace,' were added to the Bill in Committee. It appears, however, that this amendment was inadvertently omitted from the fair print of the Bill which received the signature of the Speaker, and thus the intention of the Council was defeated. To remedy this error a short Bill will have to be introduced.

"Returns showing the Financial Condition of the Colony on the 31st December last will be laid before you.

"The actual Revenue of last year (£180,049) fell short of the estimated Revenue by £1,510. The total Expenditure (£204,337) exceeded the authorised Expenditure by £24,056; but if the amounts paid on account of the Northern Railway (£20,312) be deducted from this excess, the Expenditure in excess of the Estimate will be reduced to £3,743.

"It will also be seen that the ordinary Expenditure for the year—that is to say, the total Expenditure less the amounts paid on account of the North-

ern Railway—exceeded the actual Revenue (£180,049) by £3,975, and exceeded the estimated Revenue (£181,560) by not more than £2,465.

"In order to place before you a reliable statement of the deficit, I have caused a Return to be prepared based, not on the debit balance brought forward from former years, but on the figures disclosed by the actual state of the accounts on the 31st December last, this being, in my judgment, the safer principle on which to proceed in order to arrive at the exact position of our affairs.

"According to this Return the actual indebtedness of the Colony, on General Account, on the 31st December last, was as under:—

Amount due to Loan...	£52,788 10 5
Other Liabilities, less Assets available ... ..	28,162 6 5
Deficit on General Account on 31st December, 1890 ...	£80,950 16 10

"Of this deficit £50,000 will be paid off by the restoration of the amount expended on the construction of the Eucla Telegraph Line, and it is not unreasonable to hope that, before the completion of the next section of the Railway, our financial equilibrium will be restored.

"You are aware that on resuming the Administration I found outstanding against the Government two heavy claims arising out of transactions connected with the Lacepede Guano Islands, which I am sorry to say have not yet been finally settled. I allude to the claims of Messrs. McDonald and Mockford of London, and of Messrs. Beaver and Co. of Melbourne, amounting to £40,375 and £15,685 respectively. The larger of these claims may possibly form the subject of legal proceedings here, the claimants having declined the offer which, under advice, I some months ago made to them in full satisfaction of their demands. In the second case £5,600 and costs have been awarded by the Chief Justice, who kindly undertook to act as Arbitrator in the matter on the occasion of his visit to Melbourne, but I understand that Messrs. Beaver and Co. are endeavouring to upset the award, and on this account, although I have formally tendered the amount awarded, the money has not yet been paid. Papers relating to both these transactions will

"be submitted to you as soon as the cases are finished.

"In compliance with the terms of your Address No. 8 of last Session, I have made provision for the establishment of a Court of General Sessions of the Peace at Bunbury. I have also at your request made arrangements for the extension of our Coastal Steam Service to Nickol Bay, and, judging from past experience, I have every reason to hope that the new contract, which I am happy to say makes better provision for the wants of the Southern Ports, will be carried out in an efficient and satisfactory manner. As requested in your Address No. 28, steps have been taken for the protection of the Pearling Banks by closing the beds in rotation; and various other matters which you brought to my notice during the course of last Session have received my careful attention. With the request preferred in your Address No. 47, that I would cause the 3rd, 7th, and 9th Sections of the Slaughter House Ordinance of 1852 to be carried out, I have, however, been unable to comply, inasmuch as I found on inquiry that the Ordinance in question had been repealed.

"I have to congratulate you on the success which has so far attended the opening of the Kimberley District for settlement. Four hundred and forty-eight applications for land in that district were opened in the Survey Office on the 1st February, and nearly 8,000,000 acres were allotted to the successful applicants. It may be anticipated that an extensive settlement of the district for grazing purposes will now speedily ensue. As in other parts of tropical Australia, the stock-owners will probably be the pioneers, although inquiries have already been received from men of influence as to the terms on which land may be secured for plantation purposes. The rapid progress of the settlers in the Nickol Bay District has caused a healthy impetus to the stock and sheep-owners of the whole Colony, whilst new blood has also been attracted from other Colonies. From the Murchison River northward to the Fitzroy River, the country seems well adapted for pastoral pursuits; and from Beagle Bay to the North-eastern boundary plantations will no doubt

"spring up and thrive, much in the same manner as in North Queensland, where such settlement has already met with a large measure of success. The labor question presents the chief difficulty. The climate being unsuited for hard labor by Europeans, it is probable that Asiatic, and possibly Polynesian, labor will, in the future, have to be employed.

"MR. SPEAKER AND GENTLEMEN,—

"As this Session has been specially convened for the consideration of a particular question, I have not thought it right, in the absence of some of your members, to bring forward any general measures as to which controversies might be likely to arise, and I therefore hope that it will not be necessary for me to detain you for more than a few days from your usual avocations.

"I have only, in conclusion, to express to you my hearty congratulations on the completion of the Railway from Fremantle to Guildford, as also on the prompt success which has attended your representations to Her Majesty's Government in favor of a further loan for the extension of this most important undertaking."

HIS EXCELLENCY having handed a copy of the Speech to Mr. Speaker, withdrew from the Council Chamber.

#### RAILWAYS ACT, AMENDMENT BILL, 1881.

THE ATTORNEY GENERAL (Hon. A. C. Onslow), with leave, without notice, moved the first reading of a Bill to make further provision for the management and working of Railways.

Agreed to, and Bill read a first time.

#### ADDRESS IN REPLY TO THE GOVERNOR'S SPEECH.

MR. MARMION, in moving that an address be presented to His Excellency the Governor, in reply to the Speech with which he had opened the Session, said: Sir—it is indeed a source of very great satisfaction to me to be in a position to congratulate His Excellency and the members of this Council upon the particular cause that has necessitated our being called together on this occasion, namely, the fact that Her Majesty's

Secretary of State has been pleased to sanction a further Loan, for the extension of the Eastern Railway, and for the repayment to the general revenue of the cost of constructing the Eucla Telegraph Line. I think our thanks are due to His Excellency the Governor for the readiness and promptitude with which he has called this House together, in order to carry out the promise which he made last Session of summoning the Council at the earliest practicable moment for the adoption of measures to give effect to the decision of the Secretary of State, in this matter. I have no doubt that the Bill authorising the raising of £150,000 by loan, and that authorising the extension of the railway, will receive at the hands of the members of this House that full consideration and attention which it would be the wish of the Governor they should have. We are also promised a Stamp Duty Bill. No measure which imposes upon the people of the Colony the burden of extra taxation can hardly be considered a subject for congratulation; but I think hon. members will allow that the additional taxation proposed in this instance is at any rate a "necessary evil"—necessary for the progress and advancement of the Colony, introduced as it is concurrently with a Loan Bill for the purposes of railway extension. Hon. members will, I am sure, with myself, recognise the principle that we cannot expect to indulge in the luxuries of civilised life without paying for them. The Colony cannot look forward to receive, either at the hands of its representatives in this House or of the Imperial Government, the advantages and the benefits accruing from Railway and Telegraphic communication,—all those facilities which tend to make a country great—without at the same time assuming the attendant responsibilities, and taking upon its shoulders the burden of increased taxation. And I feel sure that the consideration of this fact will tend to ease our minds while imposing this extra burden, and at the same time lighten the burden itself in the eyes of those who have to bear it. With regard to the question of railway route, I consider that His Excellency has acted wisely in not placing before the Council any definite scheme or proposal as to the question of route; I think he has shown

a proper respect to the people of the Colony, and to their representatives in this Council assembled, in placing the question before them as he has done, and in being guided in this matter by the decision of the Legislature. I feel sure that His Excellency has thought, as I do myself, that hon. members will give a full and fair consideration to all the facts that will be placed before them with regard to this question; and, in arriving at a decision as to the route which the railway shall take, will be guided solely by what they conceive to be the best for the interests of the Colony—will adopt the route which is most likely to result in a success, financially, which will benefit, as far as possible, the greatest number of inhabitants of the districts more immediately concerned, having regard to the difficulties surrounding the whole question, and to the necessity of adopting a line within our means to carry out. On this vexed question of route, I myself entertain very strong opinions, but I do not consider that it is either wise or politic at this stage to announce them. The time will arrive when this subject will have to receive at our hands the fullest and fairest discussion, and I feel sure that hon. members, when that time does arrive, will be prepared to give the question an impartial consideration, based upon the facts placed before them. I can only express a hope that their decision will be such as the Colony will endorse. The Bills to amend the Jury Act, and to remedy the defects found in the Railway Act—referred to in His Excellency's Speech—will no doubt receive their due share of attention. With regard to the question of Finance, the short time that has elapsed since the Speech was placed in my hands has prevented me from testing the accuracy of the figures quoted by His Excellency, but I have no reason whatever to doubt their correctness; and, assuming them to be correct, I think, although we have no reason to be gratified with the present financial position of the Colony, still at the same time we need not complain of the progress of events during the past year. The actual revenue, though not quite up to the estimate, showed no glaring discrepancy, the deficiency being only about £1,500. With regard to the expenditure, we were told by His Excel-

lency that it exceeded the actual revenue by only £3,975. This, it is true, did not include a sum of £20,000 paid on account of the Northern Railway. And while on the subject of this "unhappy railway," I may be allowed to express a hope, which I am sure every hon. member will echo, that we have in this Speech seen and heard the last of the expenditure in connection with this undertaking, which has been the bug-bear of this House for some years past, and which more than any other public work ever undertaken by the Colony—and, I trust, that ever will be undertaken—has created excess after excess of expenditure. According to His Excellency's Speech, the actual indebtedness of the Colony on the 31st December last amounted to something like £80,000, but of this deficit £50,000 will be paid off by the restoration of the amount expended on the construction of the Eucla telegraph line. While on this subject I cannot refrain from congratulating the hon. member for the Swan and those who supported him, upon the satisfactory result of his scheme to fund this amount—a scheme which some wiscacres outside the Council were pleased to term as a wild and dreamy project. Fortunately for the reputation of hon. members, the Secretary of State regarded it in a different light, and the result has been that the burden of bearing the cost of this telegraph line will have to be shared by a future generation, the finances of the Colony, for the time being, being thus relieved from the incubus of what I may term a debt at call, and its repayment spread over a number of years. With regard to the disclosures made in His Excellency's Speech, relating to the heavy claims arising out of transactions connected with the Lacepede Islands, I think hon. members will agree with me that it is a matter for regret that the revenue which the Colony has derived from these possessions during past years—amounting, I believe, to some £20,000 or £25,000—should be thrown away, in consequence of what appears to me to be mismanagement on the part of those entrusted with the conduct of our public business—resulting from the loose nature of the agreements which our Government is ready to make with foreign speculators, and, I may say, at times, with mere adventurers. At present I am not in a

position to say upon whom the blame in connection with the claims of Messrs. McDonald and Mockford and Messrs. Beaver and Co.—amounting we are told to between £50,000 and £60,000—rests; but I think it is the duty of this Council to discover with whom the blame does lie—for I think, wherever it lies, the right horse should be saddled with it. Hon. members will agree with me that it is a very hard thing that a poor Colony like this should be made the victim of such attempts to extract money from its coffers as appear to be the case in this instance. I can only express a hope that the Colony will come better out of the financial embarrassment in which it has been placed through the gross blunders of those charged with the administration of its affairs, than the prospect at present seems to indicate. After the discussion which took place last Session upon the subject of extending steam communication to our North-West settlements, it must be gratifying to hon. members, as doubtless it is gratifying to His Excellency himself, to find that arrangements have been concluded for the extension of our Coastal Steam Service to Nickol Bay. The first trip of the steamer will, I believe, be made at the end of the present month. I need hardly say that I consider this a step in the right direction. But the service, in order to benefit these important districts as it ought to do, must be more frequent and regular, and I hope before long to see a monthly service established. His Excellency the Governor congratulates us upon the success which has so far attended the opening of the Kimberley District for settlement, and I earnestly hope that the sanguine expectations entertained by His Excellency with regard to the development of this part of our territory may be fully realised. At the same time, I must say I fear there will be some difficulty experienced in carrying out the stocking clauses of the regulations within the prescribed time; and there is a feeling abroad that the rent which has been fixed for the land in this portion of our territory is excessively high, taking into consideration the stringency of the stocking clauses, and the comparatively short duration of the lease granted by the Government. Let us, however, hope with His Excellency that that territory, which

has been so highly praised, may prove in the future suitable for plantation purposes, and that before long we may have many tropical products grown and exported from this district. The concluding portion of His Excellency's Speech alludes to the fact that the present Session has been specially convened for the consideration of a particular question, namely, the extension of the Eastern Railway into the agricultural districts. If time had admitted of a review of the history of this important undertaking from its inception, I should have wished to trace the various efforts made in the House for bringing about what appears now to offer every prospect of ere long becoming an accomplished fact. Those members who, with myself—they are few in number now—have sat in this Council since the first introduction of the present form of Government, and those who have joined our ranks at a later period, may, I think, fairly congratulate themselves upon the ultimate success of their persistent efforts, extending over many years, to attain an object, the realisation of which at last seems within our reach. I think, in conclusion, I cannot do better than state, what I am sure is the case, that we cordially reciprocate the congratulations expressed by His Excellency upon the completion of the railway from Fremantle to Guildford, as also upon the promptness with which Her Majesty's Government has acceded to our request to favor a further loan for the extension of this most important undertaking. I am sure the House fully appreciates the cordial manner in which His Excellency supported its recommendations on this subject, as evidenced from the despatches laid on the Table, and which support I have no doubt tended materially to that prompt success of our representations upon which His Excellency has congratulated us to-day. It will always be a source of pride to myself, that, as a member of this Council, I have always earnestly advocated the construction of railway works, and that I have been intimately associated with the proposed extension of this particular line. I have no doubt every hon. member will echo the sentiment, when I express a hope that our children and those who may come after us, may look

back with pleasurable feelings of satisfaction upon the work which we are about to accomplish this Session—a work which I trust may be fitly termed the successful inauguration of a system of railways extending into the interior of this vast, and—let us hope, at no very remote future—prosperous and populous territory. I have much pleasure in formally moving that the following address be presented to His Excellency in reply to the speech with which this Session was opened.

*"To His Excellency Sir William Cleaver  
"Francis Robinson, Knight Commander  
"of the Most Distinguished Order of  
"Saint Michael and Saint George, Governor and Commander-in-Chief in and  
"over the territory of Western Australia  
"and its Dependencies, &c.*

"MAY IT PLEASE YOUR EXCELLENCY,—

"We, the Members of the Legislative Council of Western Australia, learn with satisfaction that the Secretary of State has sanctioned a further Loan for the extension of the Eastern Railway and for the repayment to the Revenue of the cost of the Eucla Telegraph Line, and that Bills to carry out these objects will be presented to us. These Bills, with such other Bills as may be introduced, shall receive our consideration.

"We learn with satisfaction Your Excellency's views with regard to the route to be taken by the proposed Railway.

"The Reports and the Resolutions alluded to by Your Excellency with reference to the proposed route will be carefully considered.

"We regret to find that the Current Expenses are still in excess of the Revenue, but we learn with satisfaction that so large a sum will be struck off the deficit by means of the action the Secretary of State enables us to take with reference to the outlay on the Eucla Telegraph Line.

"The question as to our Financial position generally will call for and receive our most earnest consideration.

"We have noted Your Excellency's allusion to the claim of Messrs. McDonald and Mockford, and at the same time trust that the claim of Messrs. Beaver is finally settled, notwithstanding Your Excellency's apprehensions to the contrary.

"We thank Your Excellency for the action taken by you in reference to our Addresses Nos. 8 and 28, last Session, and also for the arrangements made for the extension of our Coastal Service.

"We learn with satisfaction of the number of applications that have been sent in for land in the Kimberley District, and we sincerely trust that Your Excellency's anticipations with regard to the future development of this district will be realised.

"We agree with Your Excellency as to the necessity for the importation of Foreign Labour.

"In conclusion, we thank Your Excellency for the consideration shown by you for the convenience of members of Council, and we heartily echo Your Excellency's congratulations expressed on the completion of the first section of the Eastern Railway, and on the success which has attended our representations to Her Majesty's Government in favor of a further loan for the extension of this most important undertaking."

MR. SHENTON said he had never risen with greater pleasure than on the present auspicious occasion to second the motion for the adoption of an address in reply—he said "auspicious," for as such only could he regard the occasion; the object of their meeting being to extend railway communication to the principal agricultural areas of the Colony. When, last Session, the House adopted a series of Resolutions embodying the scheme which they were now about to carry into fruition, they were led to believe in certain quarters that their efforts in this direction would be futile—that the idea was simply an idle dream, and that the result could not be otherwise than discomfiture. In the face of these allegations, he thought it was a matter for sincere congratulation that at this early date His Excellency had been able to summon hon. members together for the purpose of giving practical effect to the scheme submitted for the approval of Her Majesty's Government, and that not only the Eastern Districts but the Colony at large had reason to rejoice at the realisation of the prospect of connecting the agricultural settlements by rail with the capital and with a port of shipment. As to the vexed question of route, he thought this was not an opportune time to enter into that subject,

as the question was one that would, in a day or two, demand their matured consideration, and before arriving at any definite decision upon which a great deal of information would be required from the Commissioner of Railways. He thought he might take it for granted that public opinion, to a certain extent, had gone against the decision of the majority of the Council at the last Session with regard to the adoption of the direct route to York. On that occasion he had sat there almost alone in his advocacy of the Spencer's Brook line, as affording greater facilities and advantages to the Eastern Districts generally; but, now, he thought it must be acknowledged that a considerable change of opinion had taken place since then, not only as regarded the public generally, but also among hon. members in that House. At present, he would only express a hope that the result of their deliberations on this important question would be the adoption of the route which was shown to afford the greatest benefit to the greatest number. He thought that the form of return showing the financial condition of the Colony, laid before the House in His Excellency's speech, was more satisfactory than the system previously adopted in the preparation of these returns, which always commenced with an "amount brought forward." It appeared to him that the easiest way to find out the true financial position of the Colony had now been adopted, namely, to discover at the end of each year the actual amount due from the general revenue to loan account, and also to ascertain the extent of our other outstanding liabilities, less the assets available. They would thus get at the actual state of the public accounts at the end of each year, which, in his opinion, was a much safer and more satisfactory principle to follow, in order to arrive at the exact position of our affairs, than to base these financial statements on the debit balance brought forward from former years. Certainly the amount of our liabilities on general account at the close of last year appeared very large (£80,950), but it must be borne in mind that one fourth of this amount had been paid on account of the Northern Railway. He sincerely endorsed the remarks which fell from the mover of the Address in reply

with regard to that line—that this would be the last occasion they should hear of the expenditure incurred in connection with this unfortunate railway, which had been a constant drain upon the Colony for so many years past. Referring to the final settlement of the contractor's claim, he found that a sum of £4,776 was paid as the result of arbitration, and he could not help thinking, knowing, as he did, that the contractor before going to arbitration offered to take £1,800 in satisfaction of all demands upon the Government, that it was a great pity the Government did not pay that amount, and thus save the Colony the enormous expenses afterwards incurred in litigation. With reference to the Lacedpede guano islands, and the claims made against the Government in respect of them, they were in hopes last Session that the only claim hanging over the Colony in connection with these islands was that put forward by Messrs. McDonald and Mockford; but, unfortunately, it appeared that there was another claim which had already involved the Colony in a charge of £5,600, and it seemed the claimants were not satisfied with this amount, but were endeavouring to upset the award and to establish their right to the full amount of their claim (£15,685.) He was very much afraid that, before the claims in respect of these guano islands were paid, the revenue which had been derived from them would, through the mismanagement of some of our Government officials, be swallowed up in expenses; and he thought it would be the duty of that House to require that a Commission be appointed to ascertain who it was that had been guilty of such gross and unwarrantable blunders as to involve the Colony in these heavy claims. It was a cruel thing for the country to have such enormous charges against it, simply through the negligence and mismanagement of those responsible for the conduct of our public business. With reference to the extension of steam communication to Nickol Bay, he was glad to find that arrangements had been made for that service; but he certainly thought they ought to have more frequent communication with the important settlements at the North-West than once every four months, more especially as there appeared to be no immediate prospect of establish-

ing telegraphic communication with them. He thought, under these circumstances, the Council might fairly be asked to vote the necessary funds for providing a monthly service. Should that be determined upon, he thought it would be the duty of the Government to invite public competition for carrying out the service, and that tenders be advertised both in this and the other colonies, so as to afford ample time for intending contractors to compete. With regard to the Kimberley District, he thought the number of applications for land in that territory must have been far in excess of what even the Commissioner of Crown Lands ever expected; and all he hoped was that the successful applicants would not, after the first year's experience, throw up their land, and that the actual revenue from this district would not disappoint the expectations of the Government. He thought, however, that it would be well to await the result of one year's experience of the country, and see whether or not stock will thrive there, before the Colony contracted any large expenditure in the formation of a Government establishment there. He was sure every member of that House must reciprocate the feeling of satisfaction expressed by His Excellency at the completion of the railway from Fremantle to Guildford. From all accounts, the traffic on that line up to the present was far in excess of what had been anticipated, and if the returns on this first section kept up at the present rate he thought it would afford a very strong argument to induce the Secretary of State to sanction the remainder of the loan which would be necessary to extend the line Eastward after the loan now sanctioned had been expended. He noticed in the Despatch received from the Secretary of State assenting to the loan about to be floated, that Her Majesty's Government would not feel disposed to accede to any further application for borrowing money until our Finances were restored to a sounder and more satisfactory condition; but he thought that, by the time the £100,000 now sanctioned for the railway extension had been spent, the Colony will not only have cleared off the deficit but have something to the good. He had much pleasure in seconding the motion for the adoption of the Address.



MR. STEERE moved, as an amendment, That the debate be adjourned until the following day.

Agreed to.

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

## LEGISLATIVE COUNCIL,

*Tuesday, 22nd March, 1881.*

Financial Return—Petition—Railway through Stirling Square, Guildford—Extension of Eastern Railway—Receipts on First Section of Eastern Railway—Buoys for Princess Royal Harbor—Silt up of Princess Royal Harbor—Railways Act Amendment Bill, 1881: second reading; in committee—Adjourned Debate on Address in Reply to Governor's Speech—Adjournment.

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

PRAYERS.

### FINANCIAL RETURN.

THE COLONIAL SECRETARY (Lord Gifford) laid upon the Table of the House a Return showing the financial condition of the Colony, on Loan and General Account, on the 31st December, 1880. The right hon. gentleman said: Since this return of Loan Account has been furnished, I have ascertained that the sum of £346 16s. 11d., credited as a receipt, was not a cash transaction, consequently the correctness of the return is somewhat impaired as regards that item.

### PETITION.

MR. HAMERSLEY presented a Petition from the settlers of the Eastern Districts, pointing out the advantages of the Eastern Railway extension from Guildford going to York *via* Spencer's Brook.

The petition was received and read.

### RAILWAY THROUGH STIRLING SQUARE, GUILDFORD.

MR. BURT gave notice of his intention to move a resolution expressive of the opinion of the House against the Eastern Railway extension being carried through Stirling Square, in the town of Guildford, as contemplated by the Commissioner of Railways.

THE COLONIAL SECRETARY (Lord Gifford) said there could hardly be any necessity for the hon. member moving such a resolution, as it was not the intention of the Government that the line should go through Stirling Square.

MR. BURT said he would, nevertheless, move his resolution on the following day, and give his reasons for doing so.

### EXTENSION OF EASTERN RAILWAY.

MR. SHENTON, in accordance with notice, asked the Colonial Secretary the following questions:—

1. Whether the survey as at present made from Guildford to Chidlow's Spring affords the necessary information for drawing up the plans and specifications that will be required before tenders can be invited for the extension of the Eastern Railway to Chidlow's Spring?

2. If a final survey has to be made, how long will it take, and the probable cost?

3. Has the Commissioner of Railways personally inspected the whole of the surveyed line from the foot of the Darling Range to Chidlow's Well?

4. Does the Commissioner of Railways consider that the extreme gradients between the six and eleven mile stations can be materially reduced; if not, will it not require more powerful locomotives than those now in use on the first section? And will not the wear and tear on the rails be very great, owing to the constant use of the brakes on the down trains, and this portion of the line very expensive to work owing to the extra number of guards required to attend to the brakes?

5. Does the Commissioner of Railways consider that the expenditure of the £100,000 now sanctioned by the Secretary of State will cover the whole cost of extending the Eastern Railway from Guildford to Chidlow's Well?