

LEGISLATIVE COUNCIL,

Monday, 17th June, 1878.

Message (No. 1) from His Excellency the Governor:
 Railway from Fremantle to Perth and Guildford—
 Negotiations as to delivery of mails at Fremantle
 instead of Albany—Wild Cattle Nuisance Act,
 1871: Administration of—Diaries of Scab Inspectors—
 Kangaroo Ordinance, Repeal Bill—Boat
 Licensing Bill, 1878: in committee—Third Readings—Adjournment.

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

PRAYERS.

MESSAGE NO. 1—FREMANTLE, PERTH, AND GUILDFORD RAILWAY.

MR. SPEAKER announced the receipt of the following message from His Excellency the Governor:

MESSAGE No. 1.

"The Governor has the honor to lay before your Honorable Council, copies of correspondence which has passed with the Secretary of State for the Colonies, respecting the construction of the Railway from Fremantle to Perth and Guildford. With the view of putting the question in as complete a form as possible, His Excellency has caused to be attached to the correspondence copies of two of the earlier Despatches on the subject, which have been already submitted to Your Honorable House.

"The first of these communications, dated 19th June, 1876, is a Despatch from Lord Carnarvon, replying to one from Sir William Robinson, in which His Lordship asks for certain plans and surveys and detailed information respecting the estimated cost and traffic earnings, &c., of the line. On the 6th June, 1877, Sir William Robinson replied to this Despatch, sending such particulars as he deemed necessary, in a Report from the Director of Public Works. Lord Carnarvon, writing in answer on the 5th September, 1877, stated that although a considerable portion of the information he had sought for had been furnished, yet, as the surveys had not been forwarded, and other data relating to estimate of cost, &c., were omitted, he regretted to observe that the means for deciding whether or not the line should be proceeded with were still

wanting. This Despatch, which was received in the Colony just before His Excellency arrived, was taken into consideration by him immediately afterwards, and by great exertions on the part of the Director of Public Works the Governor was furnished by him with copies of his surveys, and a report on the various points adverted to by the Secretary of State, which enabled His Excellency to reply to Lord Carnarvon, in a Despatch No. 141, of the 28th December, 1877. In this Despatch the Governor stated the arguments which existed in favor of, or against, the two routes suggested for the Railway between Perth and Fremantle, and the conclusion which induced him to recommend the adoption of the Northern line, and His Excellency stated that if he could be favored with information of His Lordship's decision by telegraph it would much facilitate the carrying on of the work.

"On the 29th March, His Lordship accordingly conveyed to His Excellency, by telegram, his approval of the construction of the line, by authorising the introduction of a Loan Bill for the purpose.

"The Governor has now received from the present Secretary of State a Despatch, No. 23, of the 8th May, 1878, enclosing, for his information and guidance, under cover of a letter from the Crown Agents, a report from Mr. C. Hutton Gregory. It will be seen that Mr. Gregory, who is one of the highest authorities in England on railway construction, endorses in the main the scheme as put forward in the Governor's Despatch of the 28th December, and is of opinion that the Railway should be constructed on the North side, that the tender for its construction should be offered to contractors in the Eastern Colonies, and the plant and rolling stock ordered from Home. The Secretary of State approves of these recommendations, and also of His Excellency's further proposal that the loan should be taken up for the Colony by the Crown Agents in London.

"His Excellency now submits the whole case for the consideration of your Honorable House; and, should the views he has put forth commend themselves to your Honorable Body, His Excellency will be prepared to lay before

you, at once, the measures necessary for giving effect to them.

"Government House, Perth, 17th June, 1878."

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) moved, That the consideration of His Excellency's message be made an Order of the Day for Wednesday, 19th June.

Agreed to.

NEGOTIATIONS AS TO DELIVERY OF MAILS AT FREMANTLE IN LIEU OF ALBANY.

IN COMMITTEE.

MR. SHENTON, with leave, without notice, moved—"That an humble address be presented to His Excellency the Governor, praying that he will be pleased to enter into negotiations with the P. & O. Co., and ascertain if arrangements could be made with them to allow their steamers to deliver the mails at Fremantle in lieu of King George's Sound: and that, as an inducement to the Company, His Excellency be requested by this House to offer the free use of a steam tender to convey mails and passengers to and from the mail steamers." The hon. member said that in rising to propose that this address be presented to His Excellency, he was animated by a hope that His Excellency would be enabled to make such arrangements with the P. & O. Co. as would ensure the carrying out of the very desirable proposal embodied in the resolution. One of the great objections made by the Company on previous occasions when the subject was mooted was that there were no facilities at Fremantle to enable their steamers to coal at that port; but that objection had latterly been removed by reason of the fact that the engines used on board the Company's mail boats were constructed on a new and more economical principle, which enabled the steamers to make the run from Galle to Melbourne without the necessity of taking in coal at any intermediate port. That great obstacle having been removed, he thought it was well worthy of consideration whether it would not be wise to endeavor to induce the Company to make Fremantle their port of call in this Colony, and that, to that end, we should offer to place at

their disposal, free of cost to the Company, a steam tender for the purpose of facilitating the landing of the mails and cargo, and the embarkation and disembarkation of passengers. Were such an offer made to the Company by the Government he believed it was not at all unlikely it would be accepted. When the existing contract was made with the Company by the various Australian Colonies concerned, the Victorian Government did all in its power to induce the Company to call at Fremantle instead of Albany, and as that Government was still likely to view such an arrangement with favor it would in all probability be prepared to co-operate with this Colony in the endeavor to carry out the proposed scheme. Nor was it at all unlikely that other Colonies would be prepared to support the arrangement contemplated in the resolution before the Committee, inasmuch as it would enable them to receive their telegraphic budgets of European news—now transmitted from Albany—two or three days earlier. As to the question of harbor accommodation, he believed from what he had heard, and on very good authority, that if the Company's steamers should happen to arrive at Fremantle during one of our North-west gales, it would not interfere with the delivery of the mails and the transshipment of passengers, inasmuch as the steamers could lay under the lee of Rottnest island, while they delivered and received the mails to and from the steam tender. He had some intention of postponing the motion which stood in his name to a later date, as he was aware the hon. member for Geraldton proposed to bring forward a resolution relating to a steam tender at Fremantle, but circumstances had arisen which rendered it desirable and necessary that an address should be presented to His Excellency, as proposed in the motion before the House, as soon as possible. It might be thought by some hon. members that the steam tender would be a source of heavy expense to the Government, but it would be remembered that the subject had more than once been mooted in the House, when the desirability of the Government procuring a steam tug for service at Fremantle was acknowledged by the Council, not only with a view to tow vessels in and out of harbor, and

from one part of the harbor to another, as occasion might arise, but also to perform various services for the Government itself, for the performance of which they had now to employ vessels belonging to private parties. This expense would be avoided if they possessed a steam tender. It appeared to him that the proposal embodied in the resolution before the Committee was such as must commend itself to the favorable consideration of the House and of the Government. He would therefore say no more, but content himself by moving that the Council do now agree to it.

MR. MARMION had very much pleasure in supporting the motion. He thought it would be very advantageous to this Colony—and, more particularly, perhaps to this part of the Colony—if the P. & O. Co. could be induced to allow their fine vessels to call at Fremantle. Such an arrangement would be advantageous in very many ways. It would be an advantage, and a source of great convenience, that passengers from Europe and India should, on their arrival in the Colony, be enabled to land within a shorter distance from the capital than they do now. It would, further, be very advantageous to the people of this Colony to have placed at their command a rapid, easy, and really comfortable means of direct communication with the other Colonies, and also with England. A great deal had been said about the indifferent accommodation afforded to vessels of this class in Gage's Roads, and about the difficulties which they would have to contend with during the winter season. Now he did not think these difficulties were nearly so great as they had been represented to be, nor did he think the port of Fremantle really deserved the bad reputation it possessed in most parts of the world. He believed that little or no difficulty would be experienced in the transshipment and landing of the mails and passengers in the heaviest gales, with the facilities which would be afforded by a steam tender in communicating with the mail steamers. Some time ago, when he visited the other Colonies, the P. & O. steamer in which he was a passenger arrived at Glenelg during a heavy gale of wind, and it struck him then that the difficulties of transshipment at Fremantle would not be

one whit greater than at Glenelg—the port of call for the steamers in South Australia. On his departure from that Colony again, it was blowing a still heavier gale, and he and other intending passengers had to wait for hours on the pier before they were conveyed on board, doubtful whether they would not have to remain behind for another month. It would therefore be seen that although Fremantle might not be the best harbor in the world, there were other places where the mail steamers called at which were equally as bad. He cordially hoped the House would support the motion of the hon. member for Toodyay, and that His Excellency the Governor would be successful in inducing the P. & O. Co. to alter their port of call, and that before long we may see their fine steamers anchoring in Gage's Roads.

THE COMMISSIONER OF CROWN LANDS (Hon. M. Fraser) said the motion before the Committee would receive the cordial support of the Government members, and he hoped that the proposal would be attended with success. The present contract with the P. & O. Co. did not terminate for another year and a half, so that there would be ample time for negotiation, and for carrying out the proposed arrangement into fruition.

The motion was agreed to, without opposition.

ADMINISTRATION OF THE "WILD CATTLE NUISANCE ACT, 1871."

SIR T. COCKBURN-CAMPBELL, in accordance with notice, drew the attention of the House to the administration of "The Wild Horses and Cattle Nuisance Act." The hon. baronet said most serious complaints had arisen in consequence of the manner in which some of the provisions of this Act were interpreted and carried out, and more especially with respect to the second clause, which enacted that licenses for the destruction of wild cattle may be issued by the licensing bench in any district at the usual annual licensing meeting. The general impression seemed to be that these licenses were grantable as a matter of right to any applicant who might choose to apply for one. Not being a lawyer he could not say whether the

clause gave the magistrates a discretionary power in dealing with these applications, but it appeared to him that it did. He believed the Southern districts of the Colony were the only districts affected by this wild cattle nuisance at present, and therefore the settlers of those districts were naturally more interested in the matter than the residents in other parts of the Colony. When the existing Act was passed, seven years ago, no doubt the nuisance was greater than it is at present, but there was, ostensibly, a great deal of wild cattle-destroying going on still, and he believed the number of licenses issued under the Act had somewhat increased. Nor were the holders of these licenses confined to persons owning land upon which wild cattle were known to trespass, and who obtained their license for a *bond fide* purpose: on the contrary, persons who had no interest whatever in preserving their land from being trespassed upon took out these licenses, obviously for improper purposes. Cases had come under his own notice in which persons of no respectability whatever had been granted licenses, armed with which they had driven cattle out of their neighbor's runs, and shot them, for their own consumption, without in the least caring whether they were tame or wild. In fact, this sort of thing had become so great a nuisance in many parts of the southern districts that it was high time some steps should be taken to abate the evil, and he could see no other mode of dealing with the question than to call the attention of the Government to the fact, and ask them to communicate with the magistrates and urge upon them the desirability of exercising that discretionary power which he believed was vested in them as to the issuing of licenses under the Act. There were a great many other provisions in the Act besides that involved in the clause referred to—such as the provision requiring licensed persons to send in periodical returns of all animals destroyed by them, any portion of which had been appropriated or used by the person destroying the same—which the hon. baronet thought should be more strictly enforced, but which at present were allowed to remain a dead letter. As he would have no opportunity, when the House went into

Committee on the Amendment Bill, of expressing his opinion respecting the new clause which stood in the name of the hon. member for Vasse,—relating to the proposed imposition of a fee of £2 in respect of all licenses granted under the Act—he might be allowed to avail himself of the present opportunity of stating that, in his opinion, no person of respectability would object to pay such a fee; on the other hand, he thought a good many of those who now took out licenses for improper purposes would be prevented from doing so by reason of this fee, which would thus operate as some check upon the evil complained of. He hoped the House when it went into Committee on the Bill would bear this in mind, and support the clause referred to. He would now, in accordance with notice, move,—“That in the opinion of this House it is desirable that the Government should call the attention of Resident Magistrates and Justices of the Peace to the advisability of the exercise of due discretion in granting licenses under the Act, and of a stricter enforcement of its provisions generally.”

MR. CAREY seconded the motion, and said he did so with pleasure as the representative of a district where a very general opinion prevailed that the evil complained of existed to a greater extent at the present time than it did when the Wild Cattle Nuisance Act was passed some years ago. He had already expressed an opinion that the wiser plan would be to repeal the Act altogether, but the House did not appear to be in accord with him in that. As to the returns required to be furnished by the license-holders, in accordance with the provisions of the Act, referred to by the hon. baronet, these returns were seldom sent in either in the Wellington or the Vasse district. As to the exercise of any discretion in the granting of licenses, within his own knowledge in one district almost any person applying for a license got one, whereas in the district which he (Mr. Carey) had the honor to represent, a license was absolutely refused to a gentleman holding the commission of the peace.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) said there was no wish on the part of the Government to oppose the resolution. No complaints

such as those referred to by the hon. baronet who had proposed it, or by the hon. member who had seconded it, as to the *laches* of licensed persons and of those entrusted with the administration of the Act, had been previously brought under his notice. Had they been, he would have regarded it his duty—and he would have taken good care to have done so—to represent the matter to His Excellency the Governor, with a view to the issuing of a circular to the various Resident Magistrates enjoining them to carry out the provisions of the Act in its integrity. Of course it was quite competent for the hon. member, in the face of this statement, to put his resolution to the vote, but the hon. gentleman would see that the Government were quite prepared to give effect to the resolution, which, under the circumstances, the hon. baronet might deem unnecessary to press upon the House.

SIR T. COCKBURN-CAMPBELL said he had merely brought the subject forward in the way which he had, because it was the usual course to adopt; but on the assurance given to the House by the hon. the Colonial Secretary that the matter should receive the attention of the Government, he had no objection, with the leave of the House, to withdraw his resolution.

Leave given, and resolution withdrawn.

DIARIES OF SCAB-INSPECTORS.

MR. MONGER asked the Colonial Secretary to lay on the Table of the House the weekly or monthly diaries of the various scab inspectors of the Colony from January 1st to May 31st, of this year. He had examined the return laid on the Table the other day, purporting to show the work performed by these officers during the period referred to, and as the return appeared unsatisfactory in some respects, and more particularly as regarded the South-eastern portion of the Colony—he deemed it necessary to call for further information. From the return laid on the Table, it appeared that the inspector referred to had not sent in any monthly returns whatever, notwithstanding the fact that all scab-inspectors had been instructed to do so,—and very properly, too, as a check upon their proceedings and to

show whether they discharged their duties properly, or otherwise.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) said the return asked for would be laid on the Table as early as possible. The inspector referred to by the hon. member, alleged (as the reason why he had not sent in any returns) that he had none of the necessary forms in his possession although he had applied to the Government for them. On the other hand, there was no record of any such application having ever been made to his office. While on this subject, the hon. gentleman suggested that the officers referred to should be designated “inspectors of sheep,” and not “scab-inspectors,” the former being a less offensive appellation.

KANGAROO ORDINANCE, 1853, REPEAL BILL.

MR. CAREY obtained leave to bring in a Bill to repeal the 16th Vic., No. 14, imposing an export duty on kangaroo skins.

Bill read a first time, and ordered to be printed.

BOAT LICENSING BILL, 1878.

IN COMMITTEE—FURTHER CONSIDERED.

Clause 3.—Interpretation clause:

Agreed to, without discussion.

Clause 4.—Licensing Boards to be formed:

Agreed to *sub silentio*.

Clause 5.—Licensing Boards to grant licenses to boats, vessels, and steamers:

MR. S. H. PARKER pointed out that in this section it was contemplated that power should be given to the licensing board to have boats and steamers surveyed, and also to inflict such costs upon the owners of the surveyed vessels as the surveyor may think proper to charge. He noticed that in the Merchant Shipping Act there was a schedule of fees regulating the charges to be made in respect of surveys, and he thought it would be as well to make some such provision here. He did not think it would be fair towards the owners of boats and steamers that the licensing boards should be empowered to compel them to pay any charge which a surveyor might think fit to make, however inordinate or extravagant that charge might

be. He would therefore move the addition of the following words: "Provided, nevertheless, that the amount that may be recovered from any owner for the cost of any such survey as aforesaid shall in no one case exceed the fees set forth in Schedule B to this Act." The scale of fees might be fixed when the Committee came to deal with the schedule referred to.

The clause as amended was agreed to.

Clause 6.—"It shall be lawful for any such board as aforesaid to grant licenses to coxswains, masters, and engineers, having previously examined any person 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."

MR. S. H. PARKER moved, as an amendment, that the following words be added to the clause: "Provided, nevertheless, that every person who for a period of twelve months prior to the passing of this Act shall have been *bonâ 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 clause as it stood rendered it compulsory on all persons applying for a license to undergo an examination, but he had it on very good authority that there were a number of persons who, though they had been employed for years past as engine-drivers on board the river steamers, and who were thoroughly capable men, and enjoyed the confidence of their employers, would, in all probability, be unable to pass an examination at the hands of a board. It would be a great hardship if such men were debarred from following their vocations, simply because they might not succeed in passing an examina-

tion, and he thought it was but fair towards this class of men that the proviso which he had proposed should be added to the clause. There was a precedent for this in the case of the medical profession. When the Medical Practitioner's Act was passed, exception was made in favor of all those who had been practising for twelve months prior to the Act coming into force. In the case of these engine-drivers he not only limited the period of experience to twelve months but also made the granting of the license contingent upon the board being satisfied as to the general respectability and trustworthiness of the person applying for it. He was not particular as to the time to be fixed during which the applicant had been employed in the capacity of engine-driver: but it appeared to him that twelve months was a very reasonable limit. He believed the amendment he proposed would meet with the entire approval of the Government, and he hoped the House would agree to it.

MR. SHENTON was of opinion that twelve months was too short a period to accept as a guarantee of an applicant's suitability for the position named. If the hon. member would extend the term of probation to three years, he (Mr. Shenton) would be happy to support his amendment.

MR. S. H. PARKER said it must be presumed that a person who had been in charge of an engine for twelve months must previously have been apprenticed to the work and thoroughly learnt his trade. Was it likely that steam-boat proprietors would employ a man in the responsible position of engineer unless they were satisfied of his capability?

THE ATTORNEY GENERAL (Hon. H. H. Hocking) had no intention of offering any opposition to the adoption of the amendment, but, at the same time, he would like to draw the attention of the Committee to the wording of the proviso which the hon. member proposed to add to the clause. So long as the licensing board were satisfied as to a man's "general respectability and trustworthiness," he was to be exempted from examination as to his ability to manage an engine. Of course, in a case like this, the matter depended entirely on the kind of examination which these men would be subjected to. For instance, some of

them might not be able to write; and if they had to answer a long string of mathematical questions, he dared say one and all of them would be unable to pass. But he would call the attention of the Committee to the circumstance that it was not contemplated that such a severe examination should be made by the licensing board. In the case of persons such as those referred to by the hon. member who had moved the amendment, he (the Attorney General) thought the board might certify without subjecting the man to any particular test beyond satisfying themselves of his general ability to work steam engines. If, however, the hon. member wished to press his amendment, he (the Attorney General) had no desire to oppose it.

MR. MARMION agreed to a great extent with what had fallen from the hon. member for Perth; at the same time he thought that in passing a Bill of this kind, for the protection of the public, they ought to guard as much as possible from employing men who were not thoroughly competent to discharge the duties entrusted to them, while, at the same time, they should avoid, as far as they could, injuring the prospects of these men themselves, or damaging the interests of the owners of vessels. He thought, if they allowed for a period of service of a few years prior to the time of passing an examination, together with a certificate of good character from the employers, they would be insisting on all that was necessary. He did not, however, think that twelve months was a sufficient guarantee as to the capabilities of a person in the capacity of engine-driver.

MR. BURT thought it would be better to allow the clause to remain as it stood, than rely upon certificates of character, which were easy obtainable. It would be of far greater protection to the public that the licensing board should satisfy themselves, by examination, than that they should be bound by any certificate which a man might produce.

MR. BROWN: There would be no necessity for the hon. member for Perth's amendment if the word "engine-driver" were substituted for the word "engineer"—the latter seemed to imply the possession of a certain amount of scientific knowledge, whereas the former

might justly be applied to any man who had a practical experience in the matter of driving an engine.

MR. S. H. PARKER said he had no objection to substitute "three years" for "twelve months" as the period of probation, and, with leave, he would amend his motion to that effect.

Leave given, and amendment, as amended, agreed to.

Clauses 6 and 7.—Agreed to.

Clause 8.—"The master and the owner of any boat, vessel, or steamer, who, after the thirty-first day of December next, shall employ the same, or cause it to be employed, in conveying any goods or passengers for reward on any of the waters of this Colony, without having a license for the same under this Act, or contrary to the restrictions (if any) contained in the license for the same, or without having in the case of a boat a duly licensed coxswain, in the case of a vessel a duly licensed master, and in the case of a steamer a duly licensed master and a duly licensed engineer, in charge of the same, shall severally (subject to the proviso in the next section contained) be guilty of an offence, and on conviction thereof shall forfeit and pay any sum not exceeding Ten pounds."

MR. MARMION asked if it was proposed to license "lighters"?

THE ATTORNEY GENERAL (Hon. H. H. Hocking): Only if it is intended they should ply for hire.

MR. MARMION: It appears to me that the clause should only apply to vessels carrying passengers. These lighters are all registered as British vessels, and seldom—if ever—unless in case of exigency, carry passengers. I think that as such they should be exempt from these licenses. The only excuse for compelling them to come under the provisions of this Bill would be that the issue of licenses would be a source of revenue; but it would be very insignificant, and by no means a desirable course to adopt as regards the lighters. He would therefore move that the words "any goods or," in the third line be struck out.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) said he proposed to introduce a supplementary Bill dealing with this class of vessels.

MR. MARMION said, if that was the case, there could be no objection to the words he proposed to expunge being struck out, in the present Bill.

MR. S. H. PARKER thought the whole scope and intention of the Bill would be destroyed if these words were struck out, and the provisions of the Bill confined to passenger boats. The hon. member's objection should have been raised on the motion for the second reading, for it affected a fundamental principle of the Bill. From what he had heard in course of conversation with the owners and masters of vessels employed in the river trade, those persons were well satisfied with the Bill; and he would be sorry to see the words proposed to be struck out expunged, resulting, as he had no doubt it would do, in the Bill being withdrawn altogether.

MR. BROWN said that in considering the Bill under discussion he had regarded it throughout as a Bill which had been brought forward in the interests of the public, not only as regarded life but also property; and he thought it was wise on the part of the Government to have come forward to provide some regulations to that effect. He thought the words which the hon. member for Fremantle proposed to strike out should remain part of the clause.

MR. MARMION said his arguments were not directed against the proposed regulation, but were based on the ground that no necessity existed for the imposition of a license fee in the case of boats simply employed in carrying goods. He considered he had done his duty in the matter, and, as he found no disposition on the part of hon. members to express an opinion one way or the other he would, with leave, withdraw his amendment.

Leave given and amendment withdrawn.

Clause agreed to as printed.

Clauses 9, 10, and 11—agreed to.

Clause 12.—“Every steamer conveying passengers on any river or estuary, shall carry on board, or tow astern, a suitable boat, of such size, material, and build, and kept in such a manner as shall be directed from time to time by any regulation made by the licensing board having jurisdiction over such river or estuary as hereinafter men-

tioned; and such boat shall be kept seaworthy and properly supplied with all requisites, and at all times kept clear for immediate use. The owner and master of any steamer who shall neglect to comply with these provisions, shall each of them, on conviction before any Justices of the Peace, forfeit and pay any sum not exceeding Five pounds.”

MR. SHENTON moved that the words “carry on board, or,” in the second line, be struck out, so that provision should be made only for boats being towed astern.

MR. S. H. PARKER thought this would be a most unwise provision, to apply in all cases.

MR. MARMION agreed in the view taken by the hon. member for Toodyay, and would support the amendment.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) said it might be impracticable to tow a boat astern in rough weather, and reminded the Committee that the provisions of the clause would apply to such steamers as those belonging to the P. & O. Co.

MR. GLYDE thought it would be better to let the matter remain an open question, leaving it to the discretion of the master of the vessel whether to carry his boat aboard or tow it astern. There might be occasion when it would be desirable to have resort to both one and the other mode of conveying a boat.

Amendment, by leave, withdrawn.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) moved that the words “river or estuary,” in the first and second lines be struck out, and the words “of the waters of the Colony,” be inserted in lieu thereof.

Agreed to.

MR. SHENTON moved, as a further amendment, that,—in addition to carrying a boat—every steamer licensed under this Bill “shall also carry at least one life buoy on each quarter, so secured as to be ready for immediate use.”

Amendment agreed to.

Clause, as amended, put and passed.

Clauses 13—25, agreed to, with amendments, (*vide* “Votes and Proceedings,” page 50), without discussion.

Progress reported, and leave obtained to sit again on Thursday, 20th June.

THIRD READINGS.

The following Bills were read a third time and passed: Factors Bill, 1878; Contingent Remainders Bill, 1878: Partition Bill, 1878.

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

LEGISLATIVE COUNCIL,

Tuesday, 18th June, 1878.

Busselton Government School House—Residency and Public Offices at Roebourne—Wild Cattle Nuisance Act, 1871, Amendment Bill, 1878: further considered in committee—Confirmation of Expenditure Bill: in committee—Adjournment.

THE SPEAKER took the Chair at noon.

PRAYERS.

BUSSELTON GOVERNMENT SCHOOL HOUSE.

MR. CAREY, in accordance with notice, asked the Honorable the Colonial Secretary, if he was aware of the state of the Busselton Government School House and the premises attached; and if it was the intention of the Government to take any steps therein.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) replied as follows:—It was proposed at one time to build a new school at Busselton, and plans were submitted by the Director of Public Works for that purpose. Owing to the expense the idea was abandoned, more particularly as, after a personal inspection of the school, I felt persuaded that the present building might be enlarged at a small outlay. Those views I submitted to the Central Board, and the Director of Public Works was asked to suggest how such alterations might be made, and he now has the matter under his consideration. The school in question will be one of the first schools that shall receive our attention.

RESIDENCY AND PUBLIC OFFICES, ROEBOURNE.

MR. HARPER, in accordance with notice, asked the Honorable the Colonial Secretary, if it is the intention of the Government to take any steps towards rebuilding the Residency and Government Offices at Roebourne, destroyed by a hurricane in 1872.

THE COLONIAL SECRETARY (Hon. R. T. Goldsworthy) replied as follows:—The Government has had under consideration for some time past the expediency of rebuilding the Residency at Roebourne, but has been deterred from proposing the measure by its great cost—estimated at £2,000. The Governor has recently directed an allowance of £50 per annum to be paid to the Resident for house rent—an arrangement with which that Officer has expressed himself satisfied. The information sought as to Government Offices will be furnished to-morrow.

WILD CATTLE NUISANCE ACT, 1871, AMENDMENT BILL, 1878.

IN COMMITTEE—FURTHER CONSIDERATION OF

MR. CAREY, in accordance with notice, moved, That the following new clause be added to the Bill: "The licenses to be granted under the said Act shall be licenses authorising the destruction of wild cattle as defined by the said Act, or licenses to kill wild horses only. For licenses to kill wild cattle as aforesaid, a fee of Two pounds shall be charged. Any person holding either of the above named licenses shall be deemed to be a licensed person within the meaning of the said Act." The hon. member said that this fee would not prevent those who were desirous of taking out licenses for the *bonâ fide* purpose of destroying wild cattle, from doing so, while at the same time it would prove a check to some extent upon those who sought licenses for improper purposes, and who were not particular whether the cattle they destroyed were wild or tame.

THE ATTORNEY GENERAL (Hon. H. H. Hocking) pointed out that, under the provisions of the Bill now under consideration, no unlicensed person was allowed to kill wild cattle without sub-