

**Record of the
Proceedings of the Queensland Parliament**

...
**Legislative Assembly
19th May 1863**

...
Extracted from the third party account as published in the
Courier 20th May 1863

The SPEAKER took the chair at twenty-five minutes past three.

COMMITTEE OF ELECTIONS AND QUALIFICATIONS.

The SPEAKER, pursuant to the requirement of the 70th section of the Electoral Act, appointed the first meeting of the Committee of Elections and Qualifications to take place at half-past 11 o'clock, a.m., on Wednesday next.

PAPERS.

The COLONIAL SECRETARY laid upon the table of the house a copy of the returns as to when Mr. Blakeney left Brisbane on the service of the government, and when he returned.

LAND ORDERS TO IMMIGRANTS.

Mr. MACKENZIE presented a petition from the Rev. John Baackenridge, setting forth that from considerations of superior accommodations and economy, he had taken his passage for Brisbane by clipper ship to Sydney, the cost of the passage from Sydney to Brisbane having been defrayed by the shippers, and the whole fare from London to the last named port being paid at the outset; that petitioner had, however, by such a mode of arrival in the colony, forfeited his land orders, and praying relief for himself and others similarly situated.

The petition was received.

ROAD BETWEEN ROCK WHARF AND GERMAN STATION.

Mr. EDMONSTONE presented a petition from certain residents and freeholders on the road to the German Station, praying for the adoption of measures for the improvement of the communication.

The petition was read and received.

POLICE MAGISTRATE AT CONDAMINE.

Mr. FERRETT asked the Colonial Secretary—(1.) Why the vote of last session, expressly for a police magistrate at Condamine and Maranoa, has not been expended on such an appointment? (2.) If the government consider themselves justified in expending money, voted for an express purpose by this house, in any other way than that which the vote may be for?

The COLONIAL SECRETARY, in reply, said that the vote of last session appeared to have been for a police magistrate at Condamine, Maranoa not being mentioned. The officer appointed has acted as police magistrate at Condamine, but has resided at Dalby for the public benefit, to save the time of the police magistrate at Toowoomba, who attends at Drayton, and who also was required to go to Dalby. Under responsible government, whenever the strict terms of any vote are not adhered to, the government assumes that its action is approved by the house, in the absence of any resolution to the contrary effect.

INTESTATE REAL ESTATE BILL.

Mr. R. CRIBB rose to move the second reading of this bill. It was not necessary for him to take up the time of the house by going at length into the manifold reasons which had induced him to introduce the bill. The great principle which he had advanced was, that in intestate estates real property should be dealt with in the same manner as personal property. It was well known to hon. members, that poor men were very much in the habit of investing what little they might happen to possess in land; and the fact that great hardships had occurred through persons of that class having died without making their wills was well known to all. The first clause of the bill provided that all real property in intestate estates should be dealt with in the same manner as real property, and the remaining clauses of the bill merely assisted in carrying out the principle enunciated in the first clause. He could draw hon. members' attention to many cases which had come within his own knowledge wherein great hardship had occurred through the operation of the act at present in force; one in which he had been personally concerned, that of Knowles, who had died possessed of a certain amount of personal property, and much more real property, whose widow and two daughters left behind had suffered considerably. He had seen a bill which was to have been introduced by his hon. friend, Mr. Blakeney. That bill was exactly the same in principle as the one then before the house, although in detail it was perhaps more lengthy and concise. He trusted that the bill would pass a second reading without opposition.

Mr. B. CRIBB seconded the motion.

Mr. BLAKENEY felt impressed with the great importance of the measure then before the house. A bill somewhat similar had been passed in New South Wales; and he had intended to have brought in a bill which would perhaps have been little else than a reproduction of the New South Wales bill to which he had referred. He had, however, been anticipated by his colleague. Some of the most eminent legal gentlemen of that colony had deliberated on the various clauses of the bill, and he was in a position to state that they had unanimously agreed as to its being a measure calculated to do a vast amount of good. There were many instances in which through there being no will the real property had been taken possession of by the eldest son, who was perhaps a spendthrift, and the remainder of the children, sons and daughters, left to the mercy of the world without a penny. He hoped that hon. members would support the bill.

The COLONIAL SECRETARY expressed his willingness, on behalf of the government, to support the bill. It was perhaps not exactly in accordance with the law of England, but as a measure of a similar character had been passed in New South Wales, and was likely to receive the sanction of the home government, there could be not the slightest objection to allowing the present bill to undergo a similar process. As had been stated by the hon. members who had preceded him, a great many hardships had occurred through the operation of the act at present in force; and the government were quite prepared to assist the hon. member as much as possible in passing the bill through the house.

The motion was then put and carried, and the committal of the bill was fixed as an order of the day for Wednesday fortnight.

IMPORTED GAME BILL.

In consequence of the indisposition of Mr. Coxen, the second reading of the bill was postponed, on the motion of Mr. GROOM, until to-morrow (this day).

HAWKERS' LICENSES AMENDMENT BILL.

On the motion of Mr. GROOM, this bill was read a third time and passed, and sent with a message to the Legislative Council.

RAILWAYS BILL.

The MINISTER FOR LANDS, in introducing the measure, considered that it was unnecessary for him to state that, next to the immigration system, the manner in which the internal communication of the colony was carried out, was the most important that would come under the consideration of that house. Before referring to the bill then before the house, he would

remind hon. members that previous to the close of the last session a series of resolutions had been passed empowering the government to purchase from the Tramway Company the plans and other properties of that company which affected the great question of internal communication. Accordingly, those plans were purchased by the government for the sum of £3150; and the deed of transfer he held in his hand, which was open to the inspection of any hon. member. Before, however, any action could be taken in the matter by the government it was thought desirable that the house should be placed in possession of the whole of the circumstances of the case. It had been proposed that the tramway should be carried on by means of the issue of an amount of land scrip which the government were of opinion would not satisfactorily supply the wants of the colony. It was well known that many thousands of pounds had already been sunk in the endeavor to improve the roads at present existing; and it had therefore been thought desirable, considering the quantity of imports and exports of the colony, that some other means should be adopted. When it was remembered that the colony of New South Wales would shortly have a railroad extending to the borders of Queensland, it was thought desirable that that railroad should be met by a railroad from Queensland. It was not desirable that they should wait until the people of the colony were knocking against each other; but the establishment of railways at once would be an additional inducement to emigrants, as a means would thereby be provided of bringing their produce to market. With reference to the expense in forming the railroads, he did not think that hon. members should take the cost of railroads in Great Britain as a precedent. It was known that as much as £10,000 per mile had been paid in England to landed proprietors for encroachment upon their lands. However, he could quote one instance, in which twenty-one miles of railroad had been formed at the total cost per mile of £6000. It occurred on a line of railroad to Esk, not very far distant from Edinburgh, and the line was completed in two years after the act by which it was incorporated was passed. In the year 1857 there were 9000 miles of railroad in Great Britain, which had cost £314,000,000. In the same year, in the United States of America, there were 17,000 miles of railway, which had cost about £144,000,000—somewhat like double the amount of line for a trifle over one-fourth the cost. Many patent arguments had been urged in favor of the colonies, calling upon the government to at all events commence the establishment of railroads in preference to their working being commenced by private individuals. He had read an article bearing upon the question, which was very ably written, and which had appeared in the "Westminster Review," advocating the commencement of railroads in Canada, or any of the colonies by their respective governments. [The Speaker here proceeded to quote from the "Westminster Review."] It was the intention of the government to endeavor to pass a bill for a loan, in order that the necessary arrangements might be properly carried out; and he thought that as posterity would benefit by the proposed improvement it was nothing but reasonable and just that they should be expected to bear some portion of the burden. Another point to which he would refer was, as to the line of road on which the railway should be commenced, and as he might safely state that two-thirds of the traffic of the colony passed over the route proposed for the formation of the line, it was only proper that here the works should begin. It was evident that the railroad must begin somewhere, and it was only fair to suppose that where the greatest demand existed the work should commence. He would invite the attention of the government to the following correspondence from the Messrs. Tooth, gentlemen who are quite cognisant of the sort of country through which the railway would require to pass. The first letter he received on the 21st March, and from that and the enclosure hon. members would be enabled to judge for themselves:—

"Sydney, March 21, 1863.

"Sir,—With reference to a former proposition to our prior, Mr Robert Tooth, for the purchase of land scrip, from the Queensland government, we beg to submit for the consideration of the government, the following proposal, which we would be willing to make for the immediate construction of a light railway between Ipswich, Toowoomba, Warwick, and Dalby.

"We would undertake to complete the first line within three years, from the commencement of the work, to carry goods and passengers by light locomotive traction, at the rate of ten or fifteen miles per hour, in accordance with the views expressed in the accompanying letter of Mr. Fitzgibbon, C.E., the terms being modified, if necessary, after the inspection of the country by

him, which we do not think would exceed £4000 per mile, exclusive of rolling stock and land, provided the whole distance were carried out.

“We should be willing to take payment in land scrip, bearing interest at 6 per cent. per annum, for one-half the cost, and in government debentures, bearing same rate of interest, for the other half—as the work proceeds.

“Should the government be willing to enter into negotiation with us for the work, a speedy reply would much oblige us, to effect arrangements and enter upon an inspection of the country at once.

“We have the honour to be, sir,

“Your obedient servants,

“Robt. & F. Tooth & Co.

“The Hon. the Minister for Lands and Works, Queensland.”

“The Dun Mountain Copper Mining Company, Limited,

“Nelson, New Zealand, March 3, 1863.

“Dear Sir,—Referring to the conversation which we have had respecting such a description of railway as that over which you have gone today—the Dun Mountain Line—I have now the pleasure of redeeming the promise which I made you in making some observations upon the probable cost of a somewhat similar line over such a country as you describe that to be along which it is proposed to construct a railway or tramway in Queensland. It is found that the cost of making a good macadamised road is in no case less than a tramway or a horse-railway; but that in localities where broken stone has to be conveyed long distances along the road the railway is much the cheaper as regards to first cost. In respect of after maintenance it has been found that the cost of keeping in repair a macadamised road per mile is 50 per cent. more than that of a horse railway or tramway with equal amounts of traffic; and that the cost of haulage on a macadamised road of the best kind is 50 to 100 per cent. more than on a horse-railway or tramway.

“Wherever long distances have to be gone over—especially where the traffic is considerable or likely to be so—a light kind of railway suited for being worked by locomotive engines of nine to ten tons weight, possesses many advantages over either a horse railway or tramway, while its cost need not be over twenty or thirty per cent. more. The chief advantages are increased speed in locomotion with decreased cost of haulage, say one-half that upon a horse-railway, and one-third that upon a macadamised road, while a speed of 20 miles an hour may be maintained with safety. The engine in use upon 4 feet 8½ inch-gauge and broader gauge lines as in Europe, America, and elsewhere—say in weight from 26 to 36 tons, exclusive of the weight of tender, and run at speed varying from 20 to 50 miles an hour. These weights and speeds involve the adoption of a permanent way (rails, &c.), of great weight and solidity, the rails weighing from 70 to 100 lbs per lineal yard, and necessitates the construction of bridges and sub-structure of a correspondingly massive expensive character. Now, a railway such as you have been over to-day but 3 feet bar gauge instead of 3 feet, capable of carrying a locomotive engine of nine or ten tons weight, such as are now coming into use in France, Belgium, India, &c., would, in my opinion, be the most suitable for such a colony as Queensland.

“Such a locomotive would draw upon a level line a gross load of 160 tons at a speed of fifteen miles an hour; a gross load of 100 tons up an incline of one in a hundred; of 35 tons up an incline of one in forty; and 20 tons up an incline of one in twenty.

“Over such a route as you describe that in Queensland to be, I think a railway such I have described could be constructed for about £4000 per mile, exclusive of land and of rolling stock and buildings, which would depend upon the amount of traffic to be provided for.

“This estimate might be somewhat modified upon a careful examination of the ground, and ascertaining the amount of formation and bridging required. The rails laid for such a line should last fifteen to twenty years, and the sleepers eight years.

“Upon a three-feet six-inch gauge, such as that proposed, the carriage-bodies would be seven feet wide, and may be twenty to thirty feet in length.

“The cost of haulage upon such a line should not exceed sixpence per ton per mile for goods, and for passengers threepence per mile for first-class passengers, and twopence per mile for second-class ditto.

“I think such a line as that described could be constructed and in working order—say 120 miles in length, within two years from the commencement of the works.

“I am, dear Sir, yours very truly,

“A. FITZGIBBON,

“Engineer and Manager to the Dew Mountain Railway and Mining Company.

“Robert Tooth, Esq.”

The house must understand that the government had entered into no arrangement whatever with the parties who had tendered, but had rather deferred entering into the question at all without the concurrence of the house. He need only say that the details of the bill were similar to those of bills of a like character, and trusted that the bill would be read a second time.

Mr. MACKENZIE looked upon the introduction of the present bill by the hon. Minister for Lands as the very incarnation of centralisation. It was merely the reproduction of the policy of the New South Wales government, which had caused the separation of Queensland from that colony. It was of course merely a question of time as to when the northern portion of the colony would obtain separation; but he thought it was desirable that that separation should be obtained on more amicable terms than had been the case with themselves. Besides, he considered that the bill had not been introduced at the proper time. The first thing that should have been done was to introduce the new electoral bill, so that the whole colony, which at the present time everybody admitted was not fairly represented, might have had a voice in the matter. The next step would have been to introduce the loan bill; and then, perhaps, with some show of consistency, the railway bill might have been introduced. As far as the proposed new Electoral Bill was concerned, he considered it to be an abortion which should be pitched under the table, and swept out of the house. (Mr. Taylor rose to order, but was overruled by the Speaker.) While the government were about it, why did they not propose a loan of a million at once, so that railway operations might be commenced from the north and south simultaneously. He thought that before the present bill was passed, it was desirable that the Electoral Reform Bill should have been considered, and that an appeal to the country should have been made. Now, so far from giving his opposition from factious motives he was prepared to withdraw his opposition if the government would postpone the question. (No, no, from the ministerial benches.) In the meantime he would move, as an amendment, that the bill be read a second time “this day six months.” (Hear, hear.)

Mr. BLAKENEY seconded the amendment.

A long pause ensued, and it appearing as if no other hon. member intended to address the house, the SPEAKER rose to put the question.

At this juncture

Mr. FORBES rose. (Laughter.) He said he did not object to the principle laid down by the hon. member who introduced the bill; but he took objection to the bill on other and different grounds. It was known that the loan proposed to be raised was an immense sum. (Hear, hear.) If the house had heard the financial statement of the Treasurer they would be in a better position to say if they should sanction such a loan. The hon. the Secretary for Lands and Works had told the house that in a small community, in a young colony like this, an undertaking of the kind proposed could not be proceeded with by private companies; and that, therefore, it was the duty of the government to proceed with the work. This was almost a political axiom. It was the duty of government to come forward, as was stated. Although a large sum had been placed on the estimates for the purpose of carrying out this work, it appeared to him (Mr. Forbes) that the estimates were framed on Mr. Tooth’s offer. It did not appear that there had been any survey of the line; therefore the house was not in a position to judge of the cost of the work. He deprecated local jealousies; for hon. members were in the house to unite to do the best they could for the

colony at large. And, all other circumstances being satisfactory and equal, he thought it would be a good thing to make a railway to command the traffic of the far west of this colony, which traffic—for imports and exports—now went over the border to New South Wales.

Mr. R. CRIBB thought a railway was the best road that the colony could have; but he had always advocated that our railways should be made by private companies. Let us invite English capital to the colony, and make railways with it, and pay it back with the scrip of the land. (Hear, hear.) He was not sure we could do it, but if we could it would be much better for the colony than to have to pay large interest on a loan. He trusted that the measure would be withdrawn, and that the house would first of all try if they could not get the railway completed by English capital; for the work would be better done and cheaper. He had been in hopes that as nothing had been done in the way of the tramway, and as the hon. the Colonial Secretary was in England, something better would have emanated from the government. The bill contained provisions for employing a large number of officers, and gave the government a large amount of patronage; and he was sure that before a shovel of earth was turned a large amount of salaries would be paid. If the government would not withdraw the bill, he must vote for the amendment.

The COLONIAL SECRETARY said that after hearing the arguments, or, rather, remarks, made by three hon. members who preceded him, he was bound to say that he had not heard an argument against the principle of the bill. The principle of the bill was the desirability of constructing a railway; the question of how to raise the money was not before the house at all. (Hear, hear.) It must be obvious to hon. members that they must have the principle of the bill affirmed—the necessity and propriety for railways to be constructed—before they could borrow the money for constructing them. (Hear, hear.) After that was settled the government would come down to hon. members, and say, “Now, you have settled that a railway shall be constructed, how are we to raise the money to construct this railway;—whether by loan or any other way?” The hon. member for the Burnett (Mr. Mackenzie) had evidently made this a field day; the exordium of his speech showed this; his address was more carefully prepared and more elaborate, and his periods more sounder than usually fell from the hon. member’s lips; and he talked about political futurity, and so on, clearly showing the importance he attached to his opposition. His opposition was not against the principle of the bill, but against the government. (No, and hear, hear.) The government merely acted in accordance with a resolution most distinctly affirmed by the house last session, affirming the desirability of raising a loan. The hon. member for the Burnett said it was a change of ministerial policy. It was exactly the policy of that time—to raise money in advance of the revenue for the railway. The government now prepared to do so. It was true the five per cent scrip was not taken up; and he (the Colonial Secretary) thought it was very fortunate, and he thought so for this reason—that he now knew that the borrowing power of this colony stood higher than that of any of the Australian colonies, and that it was the opinion of wise politicians that we ought to borrow—that we were not wise in not borrowing; whether the house had not courage to borrow was another thing. If they had, he was prepared to explain where to borrow when the loan bill came forward. It was perfectly clear to him, after what he had seen, that the attempt to get the land scrip on the market would be attended by the alienation of an enormous quantity of the lands of the colony at much below their value. If we borrowed the money for the railway by loan, it would enable the government to improve the land as the railway went on, and sell it for many pounds more than it would be said to be worth by the men who would buy the land scrip. The hon. member for the Burnett had, in his desire to attack the government, introduced an element of discord into the debate in speaking of the feeling existing between the northern and southern districts—that the southern districts would not be satisfied if the measure were passed. He (the Colonial Secretary) was quite sure that hon. members did not represent the views of the southern districts when he said so. He was quite certain that their views were quite the contrary of what was stated by that hon. member;—that if their views could be made known, they would be—“let the railway be made, and by-and-bye, when our population is as large, and the traffic as great as in the southern districts, our claims will be attended to.” It was not the feeling of the north, the bitter feeling the hon. member for the Burnett represented. He (the Colonial Secretary) read in the papers that the northern people were instructing the member whom they were about to elect, that he was not to be factious in his opposition. It was a great pity the hon. member should misrepresent the northern districts in speaking as he had

done. In another part of his speech, that hon. member proposed to make two or three railways. (No, no, and hear, hear.) Where would he make them; would he make one from Rockhampton to Westwood, a town that had been abandoned because there was no water there; the only interior town on the direct route, and which contained about thirty inhabitants? Dalby contained five hundred inhabitants, and was on the point of becoming a municipality. Would the hon. member make a railway from Hervey's Bay to the interior? Would he make one from the Pioneer River to the interior? Where would he make his main trunk line? Or, perhaps, he would make a line from Port Denison inland? ("Hear, hear," and laughter.) It was a most ridiculous proposal. (Hear, hear.) He (the Colonial Secretary) meant to say that the Northern districts would repudiate the proposition entirely and totally. (Hear, hear.) He contended that we entirely failed to get anything done by companies since the separation of Queensland. The Queensland Navigation Company had not succeeded, because it had not been able—it had never been able to do so. It had done well, but it was not a success. The cotton companies also, started to grow cotton in this colony, had not succeeded. We could not get companies to do the work now required. On the other hand, this country could raise money without any difficulty whatever. We could put on six per cent, on the market at something like 108;—no other colony could do that, and no company could afford as much advantageous terms in proceeding with the railway. (Hear, hear.) The opposition to the measure before the house was not based on the merits of the question; it did not touch the principle of the bill, which was a principle adopted in the first session by the house, adopted in the Tramway Bill, and in a resolution of the house last session, when the government got large borrowing powers, which they did not exercise;—and here was the principle again in the bill before them. The hon. member for the Burnett tried to hoodwink the house entirely on this question, when he stated that the loan should be brought forward and then the railway bill. ("No, no.") There was a great deal of nonsense talked about the house not representing the country. (Hear, hear.) He put it to hon. members rationally to consider how many representatives were now in the house who were not of their number when the house first assembled. It was not to be said because a man did not actually vote he was not represented in that house. The government had brought forward a measure which had been spoken of in most insulting terms by the hon. member for the Burnett. ("No, no," and "hear, hear.") Yet it was one in which that hon. member had co-operated with him last session. He did not mind stating to the house—since the subject had been referred to, the hon. member having called for a reform in the representation—that it was the intention of the government between this session and next, to dissolve the house. What was the use of dissolving now, before the Northern districts were represented? The government proposed to give the Northern districts four additional members; then go to a general election, and the Assembly could in the next session consider what was the best system of representation for the colony at large; and whatever they might do, he did not think it would be very different from what the government proposed. In conclusion, the hon. member expressed his confidence that to keep pace with the requirements of the colony the house would not refuse to read the bill a second time.

Mr. RAFF said that from the tone of the honourable the Colonial Secretary it would seem that he thought he had made a most successful demonstration. He commenced in a wrathful manner and ended in the facetious. It was customary for that hon. member to use very extraordinary language, and unbecoming to hon. members on the opposite side of the house. His language to the hon. member for the Burnett was such as he should not use. The hon. member at the head of the government had lately become impatient of all restraint (hear, hear); and when hon. members on the opposition side of the house attempted to give expression to their views, they were charged by him with factious opposition to the government, and insulting language. (Hear, hear, and no, no.) The hon. member for the Burnett had been charged with attempting to hood-wink the house; but if that hon. member had tried it with the hon. the Colonial Secretary he would have no chance with him. (Hear, hear, and laughter.) The hon. member opposite had often enough attempted to hood-wink the house, and the present was another instance of it. He said that the only thing asked for in the bill was the affirmation of the desirability of constructing railways. If hon. members would look at the bill, they would see that it involved something more than the formation or construction of railways. It provided for the construction of an expensive department, and for giving a large amount of patronage into the hands of the government. Looking at the expensiveness of the other departments, in such a small country, showed them

that the government would not be long before they exercised their patronage, if the bill should be passed. He agreed that railways were the best mode of transit for this colony. (Hear, hear.) But he thought that the government made a great mistake in introducing this bill to the house before they heard from the Treasurer an exposition of the ways and means of the colony. The hon. the Colonial Secretary said that it was the opinion of all wise politicians that we ought to borrow money—that we enjoyed a good reputation at home—that our credit was high. But if the colony had a good reputation that was no reason why it should be tampered with. He (Mr. RAFF) had no intention of interfering with the government in their preliminary measures; but if they persisted in going on with the bill he must vote for the amendment. He thought that the bill should not be entertained by the house until they had got on with the estimates. (No, no, from the ministerial benches.) It might not be right to press the Treasurer to make a statement, but he might here say that he saw on the estimates an expenditure considerably in excess of our revenue, and with the loan for railways there would be a charge of something like £15,000 added to our ordinary expenditure. The hon. member for the Burnett did not attempt to hood-wink the house; for he did not state that other trunk-lines of railway should be gone into simultaneously. (“Yes, yes,” and “no, no.”) Several hon. members had taken occasion to assert that the house was not in a position to deal with the question of this importance. The house had been elected three years ago; and, after the additions made to the population, it could not be said that the house now represented the inhabitants and the other interests of the colony, which had increased in double proportion. For himself, he shrank from pledging the country to such an expenditure as the bill involved; and, if the Minister for Lands and Works did not withdraw the bill, he (Mr. RAFF) should be obliged to vote for the amendment.

Mr. BELL stated that he took no party interest in the bill, but looked upon the question as one of railways—as a question of great importance to the colony, without reference to parties or the position of hon. members in the house. (Hear, hear.) And he saw no reason for the postponement of the measure. He could see no reason why this country, wanting as it did ways and means of conveyance, should not immediately be benefitted by the action of the legislature in taking immediate steps—the first steps—to provide a railway for the most important line of road in the country. It was nothing to inquire here whether the house did not represent the country; but, as an hon. member of the house, he thought it was only for the house to take such steps as it best could for the advancement of the country. (Hear, hear.) The present was merely a question of the first step in the making of roads for this colony, which wanted roads above everything else. By-and-bye the house could settle the details of the railway scheme of this colony—when as some hon. members would have it, the house represented the country: but on the present question he could not entertain a doubt as to the course he should take. If a squatter had his own interest at heart, he ought hardly to vote for the bill; for he could plainly see what would follow. The advancement of the country, through the making of railways, would necessitate those who were located on what was called the “black soil” of this colony, to purchase their runs which now they engaged upon leasehold. (Hear, hear.) However, he should vote for the bill.

Mr. BLAKENEY expressed the regret he felt at the attack the hon. member at the head of the government thought proper to make upon the hon. member for the Burnett. (Oh, oh; and laughter.) The hon. and learned member then spoke at length against the bill, contending that so far from the loan of £400,000 being sufficient to carry the railway over the main range to Toowoomba, it would hardly suffice to carry it over the lesser range to Little Liverpool. (Oh, oh, and hear, hear.) It was very easy to begin the work, but it was a different thing to carry it out. The railway difficulties of New South Wales and Victoria were cited as illustrating the bad effects of colonies expending too much money after the attainment of even such substantial advantages as railways. He should certainly vote against the amendment.

Mr. M'LEAN replied to the arguments of hon. members on the opposition side of the house, and announced his intention to support the motion. He referred to the failure of the Sydney Railway Company and the Geelong and Melbourne Railway Company—both of which had to be bought up by the respective governments of New South Wales and Victoria—to show the futility of depending upon private companies in such undertakings as railways.

Mr. HALY would oppose the bill. (Hear, hear.) He had been led to believe that the government would be able to prove to the house that they could make a railway and not make a mere show. He did not believe that any railway could be made for the sum contemplated by the government, £4000 a mile. The house had no guarantee that the money would not be wasted. Money had been wasted by all governments in this colony. (Laughter.) He would say, however, that he had more faith in the present government than in any that could be found on the opposition side of the house. (Hear, hear, and laughter.)

Mr. O'SULLIVAN, with the hon. member who last addressed the house, would oppose the motion, and he would not do so from any factious motives. He would tell the hon. member at the head of the government that it was not the wish of the opposition to bring about a change of administration; the only change they desired was, a dissolution and a general election. (Hear, hear, and laughter.) He had heard nothing from the other side which would induce the house to assent to the motion for the second reading of the bill. In the course of his remarks, the hon. member referred to the new additional Representative Bill, and stigmatised it as "patchwork," where provision was made for four new members for the Northern districts, and one could not be given to Dalby. It mattered little to him who was at the head of the administration; whether the hon. member now at the head of the government, or the head of the opposition.

Mr. HERBERT: Who is that? (Laughter.)

Mr. FERRETT thought the arguments had nothing more in them than what was said. (Prolonged laughter, and hear, hear.) In a lengthy speech the hon. member gave his reasons for supporting the bill.

The house adjourned for refreshment.

Mr. JONES felt compelled to vote for the amendment rather than the original motion. He thought, after the failure of the tramway scheme, the ministry would have shown their good sense by withdrawing the bill, rather than by forcing a discussion which could not be at all complimentary to themselves. They appeared to court the defeat which awaited them, and they displayed neither judgment nor sense in the management of the debate. He considered that if the present ministry were ejected, a great blessing would be conferred on the country; for they appeared to desire that everything should be subjected to their supervision and control. He would there state that he should unceasingly oppose the government until one member was removed from it; and he would oppose the present measure for the simple reason, in addition to others, that it would give the command of an unlimited amount of money to a minister in whom he had no confidence.

Mr. MOFFATT defended the course pursued by the government, and insinuated that the opposition offered to the bill was of a factious character and most reprehensible.

Mr. WARRY and Mr. LILLEY both spoke in favor of the amendment; the latter hon. member grounding his objections on the fact that the present house did not represent the country, and that a dissolution of the Assembly was required by the public. The members could not conscientiously say that they represented the country, and therefore they had no right to pass such measures as the one before the house without the sanction of their respective constituents.

Mr. TAYLOR, at some length, defended the measure, as introduced by the government. He did not consider the question one of personal interest, but one calculated to enhance the public good. A dead set had evidently been made at the ministry, not on public grounds, therefore he felt it his duty to support them.

Dr CHALLINOR, in a very lengthy speech, expressed his intention at supporting the ministry.

Mr. GROOM would oppose the second reading of the bill, and could do so consistently. He had ascertained that the people whom he represented were opposed to the measure, and he should therefore vote against the second reading.

The house then divided with the following result:—

Ayes, 12.		Noes. 12.
Mr. Moffatt		Mr. Edmondstone
McLean		Warry
Royds		Haly
Ferrett		Groom
Taylor		Forbes
B. Cribb		Jones
Dr. Challinor		Raff
Mr. Richards		Lilley
Bell		O'Sullivan
Coxen		Blakeney
Macalister	} Tellers	Mackenzie
Herbert	}	R. Cribb

The question was then decided in the affirmative by the casting vote of the Speaker.

ADJOURNMENT.

On the motion of the COLONIAL SECRETARY, the house adjourned at half-past nine until three to-morrow.