

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

...
**Legislative Assembly
4th August 1863**

...
Extracted from the third party account as published in the
Courier 5th August 1863

THE SPEAKER took the chair at twenty minutes past three, and read prayers.

NEW MEMBERS.

Mr. KENNEDY took the oaths and his seat for the electoral district of the Maranoa.

Mr. TAYLOR took the oaths and his seat for the electoral district of the Western Downs.

Mr. M'LEAN took the oaths and his seat for the electoral district of the Eastern Downs.

ELECTIONS AND QUALIFICATIONS.

Messrs. Raff and M'Lean were sworn in as members of the Committee of Elections and Qualifications.

PETITIONS.

Dr. CHALLINOR presented a petition from the inhabitants of Ipswich, praying that something should be done towards repairing the main road between Ipswich and Toowoomba.

The petition was received.

Mr. M'LEAN presented a petition from Mr. Alexander, one of the promoters of the Bank of Queensland, in connection with that institution.

The petition was received.

RAILWAY PLANT.

Mr. LILLEY asked the Secretary for Lands and Works—(1.) Whether any railway plant or material has been ordered from Great Britain by or on behalf of the government? (2.) At what time the order was given, and what kind and quantity of material was ordered. (3.) What is the probable cost of the plant?

The SECRETARY for LANDS, in reply, stated that no railway plant or material whatever had been ordered by the government.

PERSONAL EXPLANATION.

Mr. WARRY rose and said—Mr. Speaker: As I understand that the Committee of Elections and Qualifications will sit to-morrow, in my opinion it is very probable that I shall cease to be a member of this house; therefore, I would wish to take the present opportunity of thanking you for the uniform kindness and consideration with which you treated me since I have held my seat; and that you may live many years yet to enjoy the advantages appertaining to your high position is, I can assure you, my earnest wish.

SUB-DIVISION OF LAND FOR BUILDING PURPOSES.

Dr. CHALLINOR moved for leave to bring in a bill to prevent the improper sub-division of land for building purposes.

The motion was passed, the bill was read a first time, and the second reading made an order of the day for Tuesday next.

COMMERCIAL BANKING COMPANY OF SYDNEY.

Mr. LILLEY moved—(1.) That the Bill, intituled, “A Bill to incorporate the Proprietors of a certain Banking Company called, ‘The Commercial Banking Company of Sydney,’ and for other purposes therein mentioned,” be referred for the consideration and report of a Select Committee; such committee to have power to send for persons and papers, and leave to sit during any adjournment. (2.) That such committee consist of the following members—namely, Mr. Cribb, Mr. Coxen, Mr. Edmondstone, Mr. Douglas, and the mover.

Seconded by Mr. PUGH and passed.

REAL ESTATE OF INTESTATES DISTRIBUTION BILL.

The motion for the second reading of the above bill was, in the absence of Mr. Blakeney, postponed until Tuesday next.

ROAD BETWEEN IPSWICH AND DALBY.

Mr. BELL, with the consent of the house, postponed the following resolution standing in his name until the next day:—“For the consideration in committee of an address to the Governor, praying that his Excellency will be pleased to cause to be placed on the Supplementary Estimates for 1863, the following sums to be expended upon the repairs of the road between Ipswich and Dalby:—£4638 near the Rosewood Scrub; £2350 near Bigge’s Camp; £3280 between Bigge’s Camp and the Main Range (including Laidley Flat); £1232 between O’Brien’s blacksmith’s shop and the Seven-Mile Creek Bridge; £2000 between Toowoomba and Dalby.”

HAWKERS’ AND PEDDLERS’ BILL.

The above bill, on the motion of Mr. GROOM, was read a third time and passed.

ROADS COMMITTEE.

The MINISTER for LANDS postponed the following motion standing in his name until the next day:—“(1.) That a select committee be appointed, with power to send for persons and papers, and leave to sit during any adjournment of the house, to inquire into and report upon the present state of the main roads of the colony, and the steps necessary to be taken towards providing for the repair and maintenance of such roads, and the construction of bridges. (2.) Such committee to consist of Mr. Wienholt, Mr. Edwards, Mr. Bell, Mr. Sandeman, Mr. Coxen, Mr. Taylor, and the mover.”

RAILWAY BILL.

The MINISTER for LANDS rose to move the second reading of the above bill. He said that before submitting the bill to the house he would state that hon. members must have observed that the government had not shrunk from fulfilling the pledge they had given to introduce a Railway Bill at an early period of the session, and the result was the introduction of the present bill—the passing of which into law would he thought be a measure eminently calculated to advance at the same time the happiness and the material prosperity of the whole colony. He would briefly refer to certain statements with regard to the proposed railway which had been made since the dissolution of parliament, and certainly he must say that many of the assertions which had been made on the subject were to him perfectly astounding. The cost of a railway, too, had been variously estimated at from £4000 to £80 000 per mile—in fact, just at what the objects and views of the different speakers and writers chose to place it. However, as he had before stated, the government had considered it to be their duty, as quickly as possible, to move in the matter, without altering any of the material points advocated by them last session. He would accordingly endeavour, as briefly as possible, to put the whole merits of the question plainly before the house. In doing so, however, he did not think it was necessary for him to take up the time of hon. members by adverting to the great desirability of improving the internal communications of the

colony. That question had been affirmed by the house some time since, when it was agreed that for every pound laid out on a tramway, which afterwards could be used for the purpose of railway communication, another pound's worth of land should be given. Not only had that been done, but it had been generally recognised that the means of communication with the vast and fertile country to the westward was barbarous, and in his opinion it would be almost impossible for the colony to retain possession of those very valuable districts unless the present wretched means of internal communication were improved. Neither was it his intention to take up the time of the house by adverting to the individual losses which were sustained through the fearfully bad state of the roads, seeing that by the evidence taken before the select committee some time since they would appear on the records of the house. It was well known that the number of persons who were desirous of settling along the main roads of the colony was daily increasing; and he maintained that unless due provision were made for those persons the consequences might be serious. He would ask hon. members to look at the present state of the road along which it was proposed, by the bill, to carry the railway, and to consider the amount of money that would be required to put that road into a state of repair, he might say to prevent its becoming nothing else but a continuous bog. To do the work required would involve a sum of money sufficient to form a light railway of the character intended by the framers of the bill. He imagined that it would scarcely be any information to hon. members to inform them that the sum required to keep the macadamised road in repair after it was formed would be considerably more than would be necessary to keep the railroad in repair. The great want of improved internal communication had long received the anxious consideration of the government, and the result of the earnest consideration bestowed upon the matter was the production of the bill then before the house. It would be as well, perhaps, were he to take up one of the objections raised to the bill by the opposition, which was to the effect that the government should not take up the question at all, but that it was better that railways should be in the hands of private companies, which might be largely endowed with public lands. He would read to the house some opinions formed on the subject by Captain Dalton, who was sent from England in 1856 to report upon the state and prospects of railway communication in the United States. Among other conclusions drawn by that gentleman from his observations, was the fact that railway communication was the best that could be devised for any new colony, and that it was better that those railways should be in the hands of private companies than in the hands of the government. [The hon. gentleman quoted at some length from Captain Dalton's work.] Since the time that those opinions were formed in 1856, however, reasons were apparent why they should be materially changed, seeing that, as commercial speculations, the railways of the United States and of Canada had been proved to be utter failures. Not one English capitalist could be found who would invest in them, or would on any account lend money to them. He would, in support of his argument, refer more particularly to one of the great trunk lines of railroad in the United States, which was in the hands of a private company—the Central Illinois line. It was not his intention to refer to the state of that company at the present moment, believing that in consequence of the intestine quarrels and warfare which had recently been raging in the United States it would be unfair to do so; but he would call hon. members' attention to the affairs of that company as they existed on the 1st of January, 1861. It would be found that £100 shares, bearing 6 per cent. interest, redeemable in 1865, were worth £86; and the same shares, bearing 7 per cent. interest, redeemable in 1875, were worth the same amount. Shares with £80 paid up were worth £31, and where the whole amount was paid up they were worth from £69 to £71. That was the condition in which perhaps, the greatest trunk line in the United States, was in in 1861. Besides, he believed that nearly the whole of the line was mortgaged to English capitalists, until it was generally understood that not one sixpence could be borrowed in England for the undertaking. Passing from the United States, they would perceive that in one of the British colonies—Canada—the state of affairs was still more horrible—they there saw an instance where a company had received every assistance, had been largely endowed by the government, and had been placed in possession of many advantages, besides the line chosen being the grand trunk line, and what had been the result? Why the whole of the line had been mortgaged to English capitalists, and at a certain time the paid up shares of the company for £100 might have been bought for £19. [The hon. gentleman then proceeded to quote the price of the different variety of the stock of the company referred to.] Such experience as had been received by the capitalists of their investments in Canada had been the means of

preventing them from investing in any colonial joint stock companies whatever. They would find also that the government of South Australia had applied to the agent of that colony in England for him to find out whether contractors for, or shareholders in, a proposed railroad in the colony could be obtained. The answer received from the agent was to the effect that he had put himself in communication with persons who were willing to contract for the work, provided that the payment was secured either by cash or debentures from the government; but he had not been successful in obtaining shareholders for a joint stock company. He (the Minister for Lands) might state that the line referred to was now in progress under the auspices of the government, and was more than half finished. He held in his hand a note from Mr. Brassey, of the well-known firm of Peto, Brassey, and Co., in which that gentleman urged the extreme difficulty of raising capital for colonial joint stock companies, unless payment was guaranteed by the government, on account of the large sums of money which had been sent from England to Canada with such very unsatisfactory returns. He believed that both sides of the house had agreed in the desirability of establishing railway communication, and he thought that he had succeeded in demonstrating clearly that the initiation of a railway scheme under the auspices of a joint stock company was not likely to be attended with successful results. At that point of his address, it would perhaps be as well for him to refer to the experience of the neighbouring colonies. It was generally known that railways established in New South Wales by the government had not paid. (Hear, hear, from Mr. Mackenzie.) The hon. member had said hear, hear, but he (the Minister for Lands) wished to direct hon. members' attention to the railway between Newcastle and Maitland, which had been established by a private company, and which also had not paid. For that line very heavy engines had been obtained, which ran upon a broad gauge, necessitating a very expensive superstructure. However, in the course of his inquiry into the matter of railways generally, his attention had been drawn to a report of a meeting held upon the occasion of extending the line from Maitland to Singleton, since the whole affair had come into the hands of the government. The Governor of New South Wales was present, as was also the Colonial Secretary of that colony, and it had been asserted by Messrs. Craig and Whitton—two of the principal officers in connection with the line—that there was every possibility of a good per centage being realised upon the money which had been expended—£16,000 per mile; the former individual having asserted that two per cent., was being realised, and the latter asserting the probability that in a short space of time five per cent. would be obtained. When he (the Minister for Lands) had last had the honor of bringing the matter before the notice of the house, he had, among his other arguments, mentioned the fact that in one instance a line of railroad had been constructed in a certain part of Great Britain for the sum of £6000 per mile, and that, too, in the most expensive style. It would be seen that had the government desired to initiate a railway of the description mentioned, the scheme might well have been doubted; but nothing of the sort was the case. The length of the railway proposed by the bill was much greater than that in any of the other colonies, in none of which had it been proposed to cross a main range. Why, he should like to know, should the government be blamed for desiring to establish a railway which, on a less expensive scale, would be found to be in every way suited to the wants of the colony;—he certainly considered that the government were quite justified in the action taken by them in the matter. The feasibility of such a project had been thought of elsewhere. Hon. members would remember that he had produced a proposition emanating from a firm which possessed a deal of interest in the colony, and which was therefore worthy of consideration. He would take the opportunity of contradicting the report which had gone abroad to the effect that he stated that the railway could be constructed for £4000 a mile. On the contrary, he had carefully guarded himself against making any estimate of what must be the actual cost of the line, seeing, on the face of it, that the grounds for doing so were undefined. He would desire to introduce to the notice of the house the name of a gentleman who had much to do with the matter—Mr. Fitzgibbon. That gentleman, accompanied by one of the members of the firm from whom the proposition he had already mentioned emanated, arrived in the colony two days after the dissolution of parliament; and when it was understood by his principal that their offer could not be accepted, and that part payment of the sum for the construction of the railway could not be made by a gift of public land to be selected where they chose, it was determined to break off the bargain. The government, then, with the idea of getting as much information as possible upon the subject, had managed to effect a transfer of the services of Mr. Fitzgibbon. It had been asked who and what that gentleman was,

and he (the Minister for Lands) could say that, in his opinion, the fact that he was introduced by the firm of Tooth Brothers would be a sufficient guarantee of his ability and social position. Documents had been produced confirming the fact that the engineer named was a gentleman of superior ability, and that his social position was beyond question. (Hear, hear.) After having served his apprenticeship to one of the best known civil engineers in Ireland, he had been employed by various other eminent firms, among whom was that of Fox, Henderson, and Co., by whom he had been sent to the United States to form an estimate of the probable cost of the railway before alluded to. Mr. Fitzgibbon had estimated the cost at 8,000,000 of dollars more than the engineer of the company had done; and although Messers. Fox, Henderson, and Co., had not been anxious to get the contract, they had afterwards got the tender for the amount named by Mr. Fitzgibbon. Mr. Fitzgibbon was subsequently employed in framing estimates for a difficult engineering railway in Ceylon, and the estimates for that work amounted to £2,000,000. The government of that colony did not take advantage of those estimates to go into the work at the time; but contracts had since been taken, to complete those contracts, amounting to £1,800,000. In both instances, Mr. Fitzgibbon's estimates had covered the expenditure of both those great undertakings. In referring to these colonies, he found that the shareholders of the company had engaged Mr. Fitzgibbon to proceed to New Zealand to superintend the Dun Mountain Railway, and in the construction of that work Mr. Fitzgibbon was enabled to keep within the estimates he had framed; and so well pleased were the directors in London with his exertions that they passed a vote of thanks to him. He thought it his duty to mention these things to the house, and he could mention many others, in order that hon. members, in considering the report, might know that they were perusing the report of a gentleman who, in point of engineering ability, was second to none in the colonies, and whose estimates might be thoroughly depended on. (Hear, hear.) Now, having made these observations, he would invite the attention of the house to the report of Mr. Fitzgibbon—which had been already placed in the hands of hon. members—and he thought that no hon. member could deny to that report the qualities of being both interesting and concise. He would refer more particularly to one or two points of the report;—first, to the 29th paragraph, which referred to the expense of making the line:—"My estimate for the construction of this railway provides for a width of fifteen feet at formation level, and for bridges and culverts of a similar width, the former having superstructures of iron, and the culverts being in many places of iron also. This will allow of the bridges being strengthened hereafter, whenever it may be necessary to lay down a heavier description of permanent way, and to use very heavy and powerful engines, with a 4 feet 8½ inches or 5 feet 6 inches gauge; in such an event the light permanent way after being taken up may be relaid in extension of the main line or as a branch line therefrom. My estimates provide for a single line of railway of 3 feet 6 inches gauge, with the necessary terminal buildings at Ipswich, and stations averaging twelve miles apart along its entire length, having double lines of rails at each as passing places. The item 'permanent way' includes iron rails of 35 lbs. to the yard (except upon the inclines at the Little Liverpool and Main ranges, where I propose that heavier rails should be used), fish plates, wrought iron chairs of a peculiar construction, and fastenings, transverse sleepers, ballast, and cost of delivery of materials upon the line, and the labor of laying the track. The estimate further includes all works, workshops, and buildings, land, rolling stock, survey, and the engineering superintendence and management required to complete the railway for traffic. The following are the amounts of my estimates for the three main divisions of the proposed railway:—Ipswich to Toowoomba—say 69 miles—£617,349 13s. This sum includes £150,000 for the ascent of Main Range, 15 miles in length; and £80,000 for the crossing of the Little Liverpool Range, 7 miles in length, with tunnel at top. The average cost of this division of the line is therefore £8951 per mile. Toowoomba to Dalby—say 50 miles—£279,349 11s.; giving an average cost per mile on this division of £5587. Toowoomba to Warwick—say 55 miles—£329,467 13s.; giving an average of £5990 per mile on this division. These estimates I believe to be liberal, and are such as I have no doubt competent contractors will be found to undertake the works for. Comprised in them are three items of expenditure, which are larger than is at all usual on railways generally, and but for which the sums total in the present instance would be much less than they are. One item is that of ballast, which is usually composed of course gravel, of which, however, there is an utter absence in the neighborhood of the proposed routes of the three divisions of the line; this will necessitate the use of broken stone ballast instead of gravel along the entire line, and increase its cost by about £700 per mile." Then

he went on to say—"In submitting my estimates for the consideration of the government, I do so with the full conviction that they will be found ample; and I am further of opinion that they may, in all probability, be somewhat reduced after a careful survey of the line shall have been made, especially at the Little Liverpool and Main Ranges. I append, in detail, the items of which the estimates upon each division are composed, with the amounts set opposite each." Now, he (the Secretary for Lands and Works) trusted that he had put before the house evidence to satisfy hon. members of the expense which the line would involve. He thought he had also shown them the desirability of railway communication in the colony, and having done so, he would now leave the matter entirely in the hands of the house, with this observation: If we were to prepare for the reception of a large amount of immigration in this colony, we must do so by establishing works of this kind (hear, hear); and, unless we did it, with the roads in the present state they were, we should sink our money upon them without the slightest return; and therefore he did confidently anticipate that the house would not hesitate in passing the second reading of the bill. (Cheers.)

Mr. MACKENZIE said there was no vote he had ever recorded in the house which he had less reason to regret than the vote he gave last session on the same question that was now under consideration. The more he had considered it, the more he had looked into the question, the less he was satisfied that the other side of the house was right—(laughter); and there was no doubt that the government stood convicted, by their own report and by their own acts, of great rashness and precipitancy. (Hear, hear.) In discussing this question he desired that it might be done without any factious motives or party feeling. (Hear, hear.) The subject should be discussed on its merits. (Hear, hear.) He should endeavor to do so. (Hear, hear.) The first question was, whether the country was ripe for railways. If that were conceded, the next question was whether the particular railway proposed should not form part of a general system of railway communication; and, this being so, whether the house was justified in deciding upon it without proper surveys and estimates. He then came to the question whether the railways should be carried on by private companies or by government, or in any other way. In speaking of companies carrying on railways, he would just mention, for the information of the hon. the Secretary for Lands and Works, that one line of railway in a neighboring colony was commenced by a private company—that between Sydney and Parramatta. (An hon. member: "No; a northern line.") That was one made by a private company, and it failed. It was then taken up by the government; and the hon. member opposite forgot to mention that the government made as great a mistake at starting as the company. It was only after going into a proper system that the New South Wales government did any good—after having surveys made and everything preliminary settled in a proper manner. But before going any further, he would refer to the report of Mr. Fitzgibbon, which had been laid on the table by the Secretary for Lands and Works. He did not question Mr. Fitzgibbon's ability in any way; but he did deny that any engineer could, by taking a bird's-eye view of a country, tell what a railway was to cost. (Hear, hear.) If hon. members looked at the report, they would see it was made up entirely of generalities—he "thought," and he "feared," and he "hoped." (Laughter and hear, hear.) And what was his estimate?—why, an approximate sum. It was one near the estimate he (Mr. Mackenzie) had made in his own mind as to what the railway would cost, but it was not reliable. (Hear, hear.) Referring to the ascent of the Main Range the report said—"This portion of the line will require much study and patient investigation, in order to decide upon the route which will afford the best gradients and curves, with the minimum of works, so that I do not think it will be possible to have the finished surveys and plans of it completed under twelve months." (Hear, hear, and laughter.) And yet the house were asked to pass the bill when they knew nothing at all of that part of the line. (Renewed laughter.) Mr. Fitzgibbon, after that, proceeded to speak of the way in which the line was to go. After speaking of the line from Ipswich to Dalby, he spoke of the line from Toowoomba to Warwick, which "would pass by Westbrook." (Laughter.) Well, he (Mr. Mackenzie) had travelled the line often; but he could not see that Westbrook was on the direct line; and he could not understand why the line should gyrate at all the stations of the government supporters. ("Oh, oh" from the ministerial side, and laughter.) It would "pass by Westbrook, close to Cambooya, through Clifton." (Renewed laughter.) Well, let that be an open question; he would not make any remarks against hon. members opposite. ("Hear, hear," from Mr. M'Lean and Mr. Taylor.) However, in speaking of the line second in order in the report, he would remark that it was not so much to benefit the colony of Queensland as New South Wales. (In support of this statement the hon. member quoted from an

article in the "Tenterfield Chronicle" to the effect that the proposed line to Warwick would be of great advantage to the New England district.) Instead of that, he would ask why not make fifty-five miles of railroad for Maryborough. (Ironical cheers and laughter from the Treasury benches.) Hon. members on the other side might laugh; but he had as good a right to speak of that as any hon. member—(hear, hear)—and he would ask the hon. member for Warwick what he called a "one-sided affair?" (Laughter.)

Mr. WIENHOLT: I'll tell you, by-and-bye, Sir. (Renewed laughter.)

Mr. MACKENZIE resumed: Mr. Fitzgibbon further said—"The necessary surveys and finished plans for the several divisions of the proposed railway may be completed within the following periods, provided a sufficient number of properly qualified and experienced engineers, accustomed to railway field-work, can be secured, and enabled to commence and carry out the required operations in a systematic manner:—Ipswich to the Little Liverpool Range, six months; Ipswich to Toowoomba, twelve months; Ipswich to Dalby, eighteen months; Ipswich to Warwick, eighteen months." Now, if it required eighteen months for a surveyor, with a full staff, to make a proper survey, he (Mr. Mackenzie) maintained that it was quite unnecessary to bring forward the bill or the question before the house at all in its present shape. (Hear, hear.) And he would here remark upon a sum put down by the government, by way of a sop—£3700 for a railway survey. (Hear, hear.) He really could not see that such a survey could be made for such a sum. (The Secretary for Lands and Works: "Commence it.") It would be utterly useless to survey the line. The report then went on to refer to the railways in England and Ireland and America, besides others; and it certainly contained some remarkable statements. He could not, however, see the utility of going into a work which it would be necessary to take up in a few years. Mr. Fitzgibbon had arrived at his estimates by a short ride over the ground. In submitting his estimates he did so "with the full conviction that they will be found ample," and "that they may, in all probability, be somewhat reduced after a careful survey of the line." They might be increased after "a careful survey of the line." (No, no, from the Treasury benches; hear, hear, from the opposition.) Then coming to the second section of the report, the traffic on the railway. Mr. Fitzgibbon spoke of the amount of traffic between Ipswich and Dalby. If it doubled, as he said it would, what was to be expected from the other lines which were neglected? In another part of the report Mr. Fitzgibbon spoke of the serious consideration to be given to the other portions of the line, and how the traffic was to be kept open. The opposition wished to bring the whole under serious consideration, but they had not been allowed an opportunity of doing so. Now he came to Mr. Fitzgibbon's general observations. Had that gentleman confined himself to his report, he would have had no objection; but there was evidence in the report of the fine round hand of the Secretary for Lands and Works:—"It has been well said of the Grand Trunk Railway of Canada—which was constructed in that colony by English capital (through the medium of a company), costing some ten millions sterling, and which, because injudiciously laid alongside the finest system of inland navigation in the world, has not yet paid a dividend,—"that, although it was made thirty years too soon for the shareholders, it was not made an hour too soon for the colony." (Hear, hear.) No, he thought he saw the cloven foot peeping out there—"the finest system of inland navigation." (Hear, hear, and laughter.) They all knew what that meant in Queensland. (Hear, hear.) He should like to hear the Secretary for Lands and Works explain how the Canada railway was "thirty years too soon for the shareholders," but "not an hour too soon for the colony?" (The Colonial Secretary: "Not too soon for the people's money." The Colonial Treasurer: "It was a good investment.") Then Mr. Fitzgibbon travelled out of his way to read the house a lecture—or, rather, he should have said, the hon. member the Secretary for Lands and Works did,—(laughter. Mr. Macalister: "It is a quotation")—and thus proceeded: "I do not know of any country, boasting of civilisation and progress, where the attempt is made to carry so large a quantity of valuable merchandise for such long distances without roads of any kind, as in Queensland." Well, if Mr. Fitzgibbon had travelled in New South Wales, he would have seen roads just the same as in Queensland. Then, in section 71, he put this question: "As, even with the utmost exertion, it will not be possible to complete a railway from Ipswich to Dalby before 1868; the question becomes a most serious one, as to how the yearly increasing traffic between the two places, is, in the meantime, to be carried on." Well, that was a serious consideration, and if the heavy carriage affected the pockets of the squatters of the Darling Downs, how much more must it affect those struggling men who were

just getting into a profession. (Cries of "Oh, Oh." ironical cheers and laughter.) The next clause went on—"Sectional jealousies—the bane of most colonies—may for a time retard the construction of railways here, and the enormous, and yearly increasing loss to the country resulting from their postponement, may be ignored; but, sooner or later the country must have railways, and, as in the case of Canada, already referred to, it cannot have them (at all events, in the district of the Darling Downs), an hour too soon." He (Mr. Mackenzie) would like to know what an engineer of railways had to do with our "sectional jealousies?" He always thought he had to deal only with railways. Then the report went on to speak of the "erroneous ideas"—he (Mr. Mackenzie) supposed, of the opposition; and then it gave the figures, which he need not go into. Then the report of Mr. Fitzgibbon—he begged pardon, the report of the hon. the Secretary for Lands and Works—went on to say:—"In concluding this report with a quotation from an able article on railways, which appeared in the 'Westminster Review' for October, 1862, I may remark that the time has arrived, the advent of which was prophesied by George Stephenson, 'when it is cheaper for a working man to travel on a railway than to walk on foot.'—'Sensible persons—so called—may retard, but cannot hinder the commencement of an undertaking in which the human race has an interest, and by which the whole world will be benefited; to complain that such persons exist is equivalent to complaining that, in all ages and climes, men occupy high positions and wield large powers who are faint hearted, shortsighted, ignorant, and obstinate.'" Coming as that must have done from the hon. the Secretary for Lands and Works, and as it was a reflection upon hon. members on the opposition side of the house, he thought he might say—

The SECRETARY for LANDS and WORKS rose and said he must deny in *toto* that he ever saw the report. (Hear, hear, and laughter.)

Mr. MACKENZIE presumed that the hon. member had seen it, and approved of it. But he would not say more than that the hon. member was as shortsighted, as ignorant, and as obstinate as a child unborn in all matters relating to railways. (Laughter.) The last paragraph would be a fine peroration to the hon. member's speech:—"Wherever railways are constructed, whether they cross the American continent and link the Atlantic and Pacific oceans, or line the banks of the Thames, the Rhine, the Danube, and Euphrates; traverse the burning plains of Hindostan or the snows of Siberia, the maxim enunciated by Mr. Pease, of Darlington, when railways were only experiments, on the success of which he had risked his fortune, will equally hold good, and remain unquestionable evidence of his largeness of view and soundness of judgement. 'Let the country but make the railroads, and the railroads will make the country.'" This last was the whole gist of the question between the opposition and the government. The opposition said—let the country be made first and the railways after it. (No, no, and hear, hear.) It was all very well for Mr. Pease to expend his fortune in railway experiments, but at this date we were beyond the stage of experiment and must not go into an undertaking of this magnitude without due preparation. The hon. member then produced a report of a survey made by Mr. Witton of a proposed railway between Penrith and Bathurst, in New South Wales. The railway was to be laid down for between £8000 and £10,000 a mile—or, an average of £8500—and was to be suitable for either locomotives or horse traction. He would lay it on the table for the information of hon. members, in order that they could compare it with the meagre report of Mr. Fitzgibbon, which was not worth the paper it was written upon. In that report the cost of every mile of railway was given, every gradient, every culvert, every piece of masonry; it was such a one as the government should present of the proposed railway between Ipswich and Drayton. He would next read to the house the steps necessary to be taken in the British parliament when it was proposed to construct a new railway. [The hon. member quoted from the "Practice of Parliament" at considerable length.] After that he stated at length the process of initiating railway measures in New South Wales. The following was the course pursued by the government of the neighbouring colony in undertaking any railway, and it was the one which should be followed in this colony:—"1st. Decide what towns it is desirable to connect by railways. 2nd. Make a general survey of the country between these towns, in order to be able to decide on the course each line should take. 3rd. Make a special survey of the line decided on, showing the length and severity of each gradient, the radius of each curve, the rivers or gullies to be crossed, and the villages or towns to be passed through, &c., &c., &c. 4th. Prepare a specification describing the line proposed, its width, the description of rail to be used on it, and every other particular in sufficient detail to enable an estimate of the cost

to be made. 5th. Estimate the cost. The estimate should include the cost of every bridge, principal culvert, or other important work on the proposed line. 6th. A report should now be prepared showing the amount of traffic, both as regards passengers and goods anticipated, and the data on which such anticipations are based; also, the charge proposed to be made in each case, and the revenue thereby anticipated. On the other hand should be shown the estimated annual outlay, first, for interest on money borrowed; secondly, for maintenance of permanent way; thirdly, for working expenses. 7th. This report should be laid before parliament, and with it a Railway Bill might be introduced, which should grant powers to carry out lines approved and provided for. 8th. Then should parliament be asked to authorise the raising by loan of a sum sufficient to carry out lines according to plans submitted and approved." He believed it was the practice of the House of Commons, as well as of the parliament of New South Wales, that plans, sections, and books of reference of every railway proposed to be constructed must be laid before and approved of by both houses before the line can be commenced. This precaution might appear excessive, because the parliament could hardly pass an opinion on a professional point; but it would be leaving entirely in the dark for the government to commence any line which had not been surveyed and the cost estimated by a professional man. The hon. member briefly reviewed the first clauses of the bill, and with reference to the fourth, authorising the appointment of a commissioner of railways, he said that the house could not have confidence in the political integrity of the hon. member at the head of the department to place the power in his hands. The principal argument against the bill was, that the government were not yet prepared to enter into this work, and that the house could not authorise such an expenditure as £1,500,000 on one side of the colony without knowing how the money was to be spent. In reply to what had been before stated about the opposition having no policy of their own, and that they only wished to break down that of the government, he referred to the resolutions that had been advanced from his side of the house since the meeting of parliament. In this matter they would bring resolutions before the house, affirming the principle of railways, and authorising the government to make surveys; this done, send to England or elsewhere for railway contractors; when the lines were surveyed, come before the house with a proper system of borrowing the money. They would provide a sinking fund by reserving the land on both sides of the railway. This was referred to by one hon. member of the ministry in his election speech; but he had got the hint from the opposition side of the house. (No, no; and Yes, yes.) In the meantime, while the surveys were going on, there should be an extended representation and a re-distribution of the electorates. The Colonial Secretary had on a late occasion referred to the necessity for carefully elaborating a Municipalities and District Councils' Bill. If that required careful elaboration, how much more did a railway scheme require it? (Hear, hear.) First, the ministry said a railway would cost £4000 a mile; now it would cost £12,000. The meagre report they had required elaboration. The Secretary for Lands and Works had said much against private companies undertaking railways, but his arguments were rather against him, and showed how careful the house should be in going in for such works. He (Mr. Mackenzie) denied in *toto* that hon. members on the opposition side of the house had ever said anything against railways; there was a difference of opinion, perhaps, as to how railways should be carried out, but none as to the desirability of railways. All on his side of the house were in favor of railways. They did not object to a railway to Dalby; but they thought that railways should be generally distributed all over the country. Look at the copper mines of the north, and the gold fields too! (Hear, hear.) Why, before the Dalby Railway was half completed, there would be double the traffic on the northern lines that there was on the southern. If they came to analyse the votes on the government side, it would be seen that the ministry had a vote that, properly speaking, they had no right to have. (Mr. Taylor: "Name.") The minister who was taken from the Upper House had no right to be with them. (The Colonial Treasurer: "We'd have had another.") He wished to show that the voice of the ministry could not be the voice of the country; that was all. Then there was the vote of the hon. member for the Leichardt (hear, hear); by any stretch of imagination, could his vote be called the voice of the country? (Oh, oh, and laughter.) Because nine-tenths of the hon. member's constituency would repudiate the vote given by him. (No, no, and hear, hear.) But the opposition would be victorious—if not by numbers, at least by the justice of their cause. (Oh, oh, cheers, and laughter.)

After a long pause, during which there were repeated cries of "question,"

The SPEAKER put the motion; but, as he was about to declare the voice of the house,

Mr. DOUGLAS rose and said he must congratulate hon. members opposite on the success of their little ruse. Had they not evinced such unwillingness to rise he should not have come forward at such an early stage of the debate. He confessed that he differed widely with the hon. the Secretary for Lands and Works; but he would be much satisfied with himself if he succeeded in making his statement so clear and distinct as the hon. member had done. (Hear, hear.) He replied to the remarks of the Secretary for Lands and Works upon the American and Ceylon railways, and confessed that a great deal might be said one side or the other, whether a railway should be a commercial undertaking or be made by the state. But it was a complete fallacy what the hon. member had stated—that all the railways in America were a failure. (The Secretary for Lands and Works: “No: I did not say so.”) Well, the hon. member went to a great deal of trouble to quote the share list of the American companies to show that they did not pay. He (Mr. Douglas) did not doubt Mr. Fitzgibbon’s ability, nor his respectability; indeed, he should be very happy if his abilities could be made available for this country; but he could not admit that the government would be justified in entering upon the construction of railways without having much more reliable information than they at present possessed. Now as to the general question of railways. He felt that, representing, as he did, an important and somewhat ambitious community—(hear, hear, from Mr. Taylor)—very justly so—it was an ambitious community when contemplating such a grant of money as the government proposed; he also represented a youthful (oh,) a prosperous (oh, oh, and laughter,) and a somewhat ambitious community (oh, oh, and continued laughter;) and were he to state that he would not or could not identify himself with the principles of railways, he would feel that he was giving great dissatisfaction to them. And not only that, but were he to oppose railways he would be going against the whole spirit of the age. What was sought to be done by a system of railways? To economise time and to utilise labor. That should be the great aim of present legislation in this colony. The conduct of the ministry and the conduct of the opposition reminded him of the old fable of the hare and the tortoise. The hon. member opposite, who went jumping off his form with the Railway Bill, was the hare; his hon. friend the member for the Burnett, was the tortoise in his careful slowness. (Laughter.) It was a question whether they were treating the question before the house in a parliamentary way. The hon. member at the head of the government would say, “Oh, what stuff; going back to the precedents of the House of Commons in a little colony numbering not more than fifty thousand inhabitants.” The government were not proceeding in accordance with parliamentary practice; but then he was not surprised that they disregarded the privileges of the house when they over-rid resolutions of the house. The hon. member cited a precedent of the House of Commons to illustrate the course which the government should pursue in coming down to the Assembly for a large money vote for public works. He would take leave to show hon. members that the bill was a copy of that of New South Wales. In that colony and Victoria proposed railway routes had been carefully surveyed before any actual work was done on them. For instance, in the New South Wales parliament, in June, 1854, Mr. Martin moved for a committee on the subject, which at last had the effect of causing Mr. Cowper to move for a Select Committee to inquire into matters connected with the requisite expenditure upon the roads and railways of the colony. That committee sat from June until November, 1854, and another was appointed afterwards in 1855, and on their report an enquiry as to the desirability of a survey being carried out was approved of, and in 1856-7 that enquiry and survey was made, and it resulted in a cost of £50,000 to the country, which was well spent. In 1858 a bill was brought in and passed, the survey forming the basis of calculation, and here he took it it was an unmistakeable precedent. In Victoria, in 1854, Mr. Foster, who was then Acting Governor, obtained a committee to report upon the intended government lines of that colony, whose labors resulted in a similar manner to that of the New South Wales committee; and again in 1855, when Sir Charles Hotham was Governor, a committee brought up a report recommending a cost of £100,000 as a survey expenditure, and this was submitted to the Council in March, 1856, in the form of a bill, and a bill was passed to buy up the interest of the Mount Alexander line; and subsequently this was submitted to the Assembly. The New Constitution Act having come into force meantime, Captain Clarke, then Surveyor-General, made his report, and the committee sat for nine months taking evidence, and that committee brought up their report, which resulted in an authorised expenditure of £8,000,000. A loan bill was introduced at the same time,—and that bill showed how the money was to be raised. A short bill of only four clauses was

then passed. The power given to the government was direct and full. (Hear, hear.) Yes, it was necessary that direct and full powers should be given to the government to enable them to carry the matter out in accordance with the schedule of the bill. This he thought was sufficient to show a precedent against the measure before the house, and it would be for the opposite side to show the contrary. The government had failed in every part of their policy on the railways; they should have come down to the house with certain resolutions for money for surveys; as it was, they desired to force their Railway Bill down the throats of hon. members without the concurrence of the country. (Cheers.) He would ask, why did the government introduce, or talk about introducing, an election extension act? And he would like to know, through the Speaker, what were the intentions of the hon. gentleman at the head of the government when he wrote his Excellency's opening speech? Was it then his opinion that the country was fully represented? By his own showing it was not. He would also ask the hon. member for the Leichhardt whether he sufficiently represented his district? No, he did not; it was impossible.

Mr. TAYLOR rose to order.

The SPEAKER ruled the hon. member in order.

Mr. DOUGLAS was proceeding, when

Mr. TAYLOR again rose to order.

The SPEAKER asked what was the point of order?

Mr. TAYLOR said the hon. gentleman kept saying things and looking him in the face at the same time. (Laughter.)

The SPEAKER was of opinion that Mr. Taylor was out of order. (Laughter.)

Mr. DOUGLAS would not look in the hon. gentleman's face any more. (Laughter.) But he might say it was an unfortunate thing that the country had; by circumstances over which it had no control, sent the hon. gentleman to parliament. (Laughter.) The hon. member for the Burnett had pointed out the course for the government to take, and it but remained for hon. members opposite to eat the leek. (Laughter.) And he assured hon. gentlemen on that side that it was with no desire to cross over that the advice was given. After referring to the desirability of introducing a short bill to enable the government to survey the route along the late tramway line at a cost of about £80 or £100 per mile, he said hon. members on his side would be glad to vote for it. If the government would consult parliamentary precedent on that occasion, which was one of importance, involving as it did an expenditure of a million and a-half of money, and a comparative outlay of four or five millions, they would listen to the voice of the opposition.

Mr. LILLEY thought there was not much to be said on the side of the government, or the hon. member for Drayton and Toowoomba would be rushing to the rescue.

Mr. TAYLOR said that hon. gentleman was sitting behind Mr. Lilley. (Laughter.)

Mr. LILLEY meant the hon. member for the Western Downs; but he would assure the house that the opposition was not opposed to railways, for the question was fraught with the deepest interest to every inhabitant of Queensland; but they objected to the method in which the government measure was put upon them, without any information as to the manner the money was to be raised. He would not read to the house all the report of Mr. Fitzgibbon as to the desirability of railways in every part of the globe; but he would pick out a text from the report, and preach therefrom—(Cheers and laughter. "Blakeney's on his way from Ipswich.") Yes, he was—(laughter)—and he would continue his speaking until six o'clock. (The Colonial Secretary would gladly pair off with Mr. Blakeney), (cheers)—and he would not submit to a division until Mr. Blakeney arrived. (Cheers.) He had a right of speech, and would exercise it. (Laughter.) He then quoted an article from the "Quarterly Review," which designated certain persons as rash, short-sighted, ignorant, and obstinate, and was sorry the description too aptly applied to the government—(laughter)—for when they introduced their Railway Bill to the house without any reliable data or engineer's report, they acted rashly, and when hon. members looked at the matter as it stood at the close of last session, when the house was dissolved, it would be seen that the opposition acted wisely in trying to reject a bill which had not an approximate estimate attached to it, and for all the consequences of a general election the government were justly chargeable. He

believed that they might get reports upon railways through Asia to Ipswich (laughter), or elsewhere if they chose, but Mr. Fitzgibbon's report would not help them; for if a man were to be about to build a house for £2000, he would certainly, as a prudent man, have plans, &c., beforehand; so would it be all the more necessary and desirable that plans, &c., should be prepared when the probable outlay would amount to two millions. The report he referred to mentioned the corrugated nature of the country, and no doubt the country was hilly and difficult. He would ask the government to think of that, look at it as a matter of common sense, and say whether the opposition asked for too much when desiring the appointment of a Select Committee on the subject? Or if not a Select Committee, a committee of the whole house. He would wish to know if the country was to spend money on a gauge not yet proved? (No, no.) Well, he should think not; but he might as well read the entire report. (Laughter.) He proceeded to quote from the report in reference to the gauge proposed, &c., and said he believed Mr. Fitzgibbon had only carried out a little bit of an arrangement. The government desired railways, and Mr. Fitzgibbon had determined to give them at any rate. (Laughter.) He would like to know how it was determined to make a line over the main range and Little Liverpool for only £1445 per mile, more than over the best parts of the country, which required £6000 per mile. The difference was not enough. Both sides of the house were agreed as to the desirability of railways, not to Ipswich and Dalby only, but throughout the entire colony; but it was not desirable to act upon a bill from New South Wales, clumsily thrown together, to suit Queensland by an alteration in names only. He was satisfied that his hon. friend the Attorney-General had his eye and hand over that bill, but the one might not have been clear or the other not steady, as, when both were right, the business was well done by that hon. gentleman—(laughter.) And however much it might be supposed, he begged to assure hon. members that he had no desire to cross that house, and if the government would take Mr. Fitzgibbon's report to commence surveys upon, he would go with them. [Mr. Blakeney here entered, amidst cheers from the opposition, and derisive cheers and laughter from the Treasury benches.]

The ATTORNEY-GENERAL asked the hon. member to read the review again.

Mr. LILLEY would not do so, but would give the Attorney-General an opportunity of reviewing him. The ministry said, "You must consent to this Railway Bill," and the opposition said they would not have it without details. He had done his duty in speaking, and would continue to do so in voting against the second reading of the bill, unless the government made the concessions required by the opposition and the country. (Hear, hear.)

The COLONIAL TREASURER said that the government had taken all the evidence they could get as to the best manner of improving the internal communication of the colony, and after mature consideration, a determination had been arrived at, not hurriedly, but after much deliberation, that a railway was needed, and a bill had been introduced. Hon. members were all aware how that measure had been received; and the government determined to make an appeal, believing that they had the country with them. The appeal was accordingly made, and he believed with success. He found that not one single member who had advocated the measure had been refused by a constituency, whilst the reverse had been the case on the other side. He therefore thought it could be fairly assumed that the government had taken the popular view of the question. With reference to what had fallen from the hon. member for Rockhampton as to a certain hon. member not representing the popular opinion of his constituents, he thought the remark was unworthy of the hon. gentleman who had made it, and did assert, that had a gentleman from the Treasury benches contested the election for Rockhampton, the gentleman who now represented that electorate would have been beaten. He wished it to be understood that he disclaimed altogether the idea that the question before the house was one of a party nature—it was nothing of the sort. Because the government had chosen to step out of the beaten track, regardless of precedent, the hon. members for Rockhampton and the Burnett had determined to oppose them. For what? Because the government, recognising the urgent necessity of carrying on the work at once, had refused to wait for five years or so, until the scruples of the hon. members referred to had been satisfied. He believed that hon. members opposite were as firmly convinced as himself that the construction of railways was the only effectual means of obtaining uninterrupted communication with the interior; yet they raised objections to the plan and estimates of the work, and stated that the report was of no value. And he should like to know why

that report was less valuable than other documents of a similar nature in any of the other colonies. The hon. member for Fortitude Valley, who had been speaking against time, had asserted that the report was not only a bad one, but that it had been falsified. Now he (the Colonial Treasurer) considered that any hon. member making such an accusation should be called upon for an explanation—

Mr. LILLEY was perfectly willing to explain at that moment.

The COLONIAL TREASURER resumed: Hon. members opposite had stated that there had been no survey, but he begged to assure those hon. members that there had been what he might term a very peculiar survey. (Laughter.) Hon. members might laugh, especially when he mentioned that the peculiarity of the survey consisted in its having been made by the Tramway Company. It had, however, assisted Mr. Fitzgibbon, and had been sufficient for all that was required as a mere feature survey. It was not to be supposed that the government would have purchased those surveys, even at a low figure, had they been of no use whatever. He considered that the opposition to the bill was not urged upon the principle that a railway was not required; that the great improvement needed in the means of internal communication was not considered for one moment; and neither was the emergency of the case looked upon as being of any importance. It was simply the desire of the opposition to delay for five years what might be commenced immediately. (Cries of "No, no," from the opposition benches.) In his opinion the general benefit to be derived from the passage of the bill was lost sight of altogether, and that hon. members opposite had endeavoured to shelve the bill, and to follow out their blind policy were prepared to sacrifice the best interests of the country. He should always look back with pleasure to the fact of his having been connected with the government which had first introduced a bill for the construction of a railway—a bill that was calculated to develop to such a vast extent the various resources of the colony. It was plain to him that hon. members on the other side of the house were afraid of dealing with the question in its entirety; they preferred to touch upon what might be termed the most shadowy parts of the measure. The hon. member for Rockhampton had objected to the reception of the bill on the ground that the colony was not represented, and he (the Colonial Treasurer) would like to know whose fault it was that the colony was not represented. The hon. member for the Burnett (Mr. Mackenzie) had asserted when a bill was brought in giving additional members to the northern parts of the colony that it was a piece of emasculated legislation, and who else was it than the opposition who were to blame if the colony was not properly represented. In his opinion, however, the colony was fairly represented. He hoped hon. members would not regard the measure as being a party question; and he could state that it was the intention of the government to pass a bill by which the facilities of internal communication would be much increased, not only in the Southern, but in the Northern districts; and that the North should have their share as soon as was convenient. Before concluding he would refer for a moment to what was understood to be the reason of the hon. member for North Brisbane, Mr. Blakeney, refusing to vote for the bill. It appeared that the hon. gentleman wished the terminus to be at Brisbane, or rather at South Brisbane. It was the idea of the terminus being at Ipswich that set the hon. member against the bill.

Mr. MACKENZIE rose to explain that the bill for the introduction of the additional members alluded to, was not intended to take effect until a general election; that was the ground upon which he had opposed it.

Mr. KENNEDY said that the opposition did not deny the great benefit which would be likely to arise from the construction of a railway, but thought that the house would not be justified in authorising a loan unless more accurate data were obtained as to the probable cost of the line; should they do so, the credit of the country would be endangered. The government had appealed to the country after having been refused the sum of £400,000, whilst now they very modestly demanded the sum of £1,200,000 to do the same work, which, in his opinion, would not be done for less than £2,000,000. Let some data be shown by which hon. members would know that the money asked for would stand a chance of being expended in an economic and useful manner, and there was not the slightest doubt but that both sides of the house would concede in the desirability of granting what was required. One of the great objections to the bill, too, was that such a large amount of patronage would be thrown into the hands of the government of the day,

and the exercise of that patronage in the manner generally adopted by the government could not fail to have a beneficial influence in a colony with a number of inhabitants amounting only to some 50,000; at home, the expenditure of one or two millions could not involve the exercise of an amount of patronage that could materially affect the interests of the country. Here, however, the case was different; and placing so much power in the hands of the government could not but be injurious to the public weal, especially when it was remembered in what manner that power was exercised. He would refer to the dredge, on which some £40,000 had been spent; and after the engineer had practised upon the ignorance of the hon. Minister for Lands, and commenced cutting a channel which would take some considerable time to finish, had resigned his office.

The MINISTER for LANDS rose to order, and said that the hon. member was travelling from the point.

The SPEAKER coincided with the Minister for Lands.

Mr. TAYLOR thought the hon. member was getting out of his channel.

Mr. KENNEDY resumed: The patronage of the government had always been exercised in the most one-sided manner; and he could instance many appointments which had been made, not from the fitness of the persons appointed, but because they happened to be friends of some member of the government. He should like to know, if the government were allowed to make political capital out of their patronage, where it would end. He should conclude by moving, as an amendment, to the effect that the bill be referred to a select committee of the house, to be appointed by ballot.

Mr. GROOM said it was his intention to support the second reading of the bill. Since his having voted against the bill last session, much more information had been obtained on the subject, and in justice to his constituents he felt bound to vote for the second reading of the bill.

Mr. WIENHOLT, at some length, supported the policy of the government in bringing forward the bill, believing that it would prove to be of great service to the colony. After some further remarks, the hon. member stated that it was very evident that the government had secured the confidence of the country, and he was therefore an opponent of the ministry. When the laughter, occasioned by the hon. member's statement, had somewhat subsided, he proceeded to address the reporters' gallery, asserting that he knew that he should as usual be misrepresented in the "Courier," when

Mr. RAFF rose to order. The hon. member was not addressing the house but the reporters' gallery.

The SPEAKER ruled Mr. Wienholt out of order.

Mr. WIENHOLT concluded his speech by expressing his disgust at the conduct of the opposition, and his intention to vote for the second reading of the bill:

Mr. TAYLOR did not expect to speak on the question under discussion. As this was his first appearance in the house, he begged permission to say two or three words in relation to other matters: He expressed the great anxiety he had felt while the hon. the Speaker was before his constituents; and confessed that his mind was in a perpetual state of ferment until his return was secure. True, the hon. the Speaker represented the most intelligent constituency in the colony, except, perhaps, the constituency of the hon. member for Port Curtis (laughter)—and, after all, he was not surprised, but proud, pleased, and happy, when he was returned unopposed for Wide Bay. Mr. Speaker was in a very difficult and onerous, if proud position. He had three parties to please: the ministry to please, the opposition to please, and his constituency to please, which was a game that few men were equal to. (Laughter.) He was afraid that if the hon. member for Wide Bay should not be returned that the gown that Mr. Speaker wore with such grace would have fallen on the shoulders of Mr. Blakeney. (Uproarious laughter, and Mr. Herbert: "No fear.")

Mr. BLAKENEY rose to order.

Mr. TAYLOR continued: He was not out of order; he knew what he was about. (Hear, hear.) Directing his attention to the railway question he stated that of all the speeches made during the evening there was only one that went fairly into its merits. The hon. member then proceeded to criticise the speeches on the opposition side of the house, insisting all the time that

none of them would influence a single vote, as every member had come down to the house with his mind fully made up as to how he would vote. He had thought that the debate would have been over sooner, and that they would have been able to go home at four o'clock to commence the railway; but he regretted that he had been disappointed. There was something in the debates of the past fortnight that pleased him—the sort of thing he liked:—he would rather have lost a hundred pounds than have missed it. (Laughter.) He would have cast away saw-mills, public-houses, babies, rents, and everything else, in order to be in the house: but he could not come. (Laughter.) He denied that the railway question had been discussed upon its merits; but it was opposed because it was a ministerial question, and for nothing else. (“No, no,” and “Hear, hear.”) He charged the once most prominent members of the opposition, Mr. Douglas, Mr. Raff, and Mr. Mackenzie, with a desire to supplant the ministry; but he did not charge all the opposition with entertaining such notions. Those three hon. members, however, were doing all they could to bring the younger members of the opposition to their way of thinking. But a railway was necessary. The present roads were bad, supplies were delayed on the way and in Ipswich, while the settlers in back country were starving. Only the other day, he had to pay twelve shillings for coming through two paddocks; that was a tax which he objected to. It was too much for a man coming to his parliamentary duties, for which he was not paid. He thought the house should pay it. (Laughter.) He compared the cost of a railway with the proposed expenditure of £500,000 by Mr. Douglas, which would have been wasted, had the house passed the resolutions of the hon. member for Port Curtis. If the railway was carried out to Toowoomba, Dalby, and Warwick, the southern portion of the colony would go ahead. But he had no desire that the southern portion only should go ahead; for he was quite willing that the colony should be divided into three parts, and let the lands of each pay for its own railway—the southern, the northern, and the middle. (Hear.) If, however, there was only one line to be constructed at present, why oppose it? It would cost, say £1,000,000. Well, 200,000 acres of land, at £5 an acre—and a railway made land much more valuable than it would be without it—would pay all the cost; and that would be a mere flea-bite out of the southern portion of the colony. The railway would not increase the taxation of the colony one farthing. That very lively and truthful publication, the “Courier,” was continually helping on small farms and advocating the small farming interest; yet he found its proprietor in his place in the house going to vote against the Railway Bill (“Hear, hear,” from Mr. Herbert), when he was aware, from his travelling experience in former years, that the neighbourhood of Warwick and Darling Downs would supply the colony with flour and wheat for years to come. The hon. member spoke high in praise of the agricultural district named, and denounced the pretensions of Brisbane to be an agricultural district, and of Rockhampton to be anything but a bouncible place; and he prolonged his speech to unusual dimensions, much to the amusement of hon. members on both sides of the house.

Mr. RAFF contended that from what was said on the other side it seemed that the ministry would not be contented unless the opposition members confined their remarks to panegyrics on railways. It was admitted on both sides that railways were desirable; and he quite agreed with the Secretary for Lands and Works that railways were conducive to the comfort and happiness of countries and communities. But then the government should be prepared with reliable estimates. What was before the house could not be regarded as reliable estimates, but as mere guesswork.

He thought the government should do what they had done on many other occasions, namely, make a judicious compromise. Hon. members on his side of the house had stated that the formation of railways would not be impeded by the adoption of any suggestions from themselves, and it had been shown that the government in asking for a loan in the manner they had done were acting contrary to parliamentary usage. (“No, no,” from the Treasury benches.) The remarks made by the hon. member for the Western Downs in reference to the gentlemen on the opposition benches were hardly worthy of notice, but it would be well for the credit of that Assembly if the hon. member for the future abstained from imputing motives. (“You have done the same,” from Mr. Pring.) The hon. member stated that the opposition had done the same; but he did not think the hon. member was warranted in making such a statement. (Oh, oh.) It had been asserted that the hon. member for the Leichhardt would vote contrary to the opinions and wishes of a large number of his constituents, who had neither by accident or neglect an opportunity of exercising their privilege of voting during the election. He did not see that in that remark there was

anything worthy of animadversion. There was one thing very certain, however, that the country could not be said to be at present properly represented, and that until it was there was no occasion for passing the bill proposed. Hon. members on the opposition side of the house had expressed their willingness to vote a sum of money for making a railway; but they objected to allow the government to have a large sum of money placed at their disposal for the purpose of exercising an undue amount of patronage, and of expending large sums of money unauthorised by the house. In all other countries the policy of dealing with the railways was a subject submitted to parliament, but in this colony the government had adopted a course, which if sanctioned by that house, would lower the credit of the colony, inasmuch as whatever they did according to the bill could be independent of the legislature. In short, if the proposed bill was carried it would be a disgrace to the colony.

The ATTORNEY-GENERAL said he was astonished to find that not one member of the opposition, so far as he could judge, had touched upon the real merits of the question. He thought it would have been far more satisfactory to the country if the opposition had, instead of levelling a sort of tirade against the government, directed their attention to the point at issue—if instead of making the present bill a party question—one between the government and an opposition, although not worthy of that name, they had brought forward some tangible grounds on which to found their opposition. He did think that the recognised leader of the opposition would have made a far better speech than he had made. That hon. member said that the government wished to introduce a bill to enable them to expend the money of the country at their own will, and to exercise an undue patronage. (“No,” from the opposition.) He put his construction upon what the hon. member said, inasmuch as he used the words “more” and “patronage.” The hon. member talked about money, and yet there was not a single clause in the bill in which mention of it was made. The hon. member also said it was not a creditable thing for the government to ask the house to entrust them with the expenditure of a large sum of money, but the hon. gentleman could not point to a clause which would enable them to expend money. Consequently, it was not a proper thing for him to make such a charge. It appeared to him (Mr. Pring) that the members opposite to him totally misunderstood the whole question. The hon. member for Rockhampton professed to understand a great deal about private bills, but according to his own showing the hon. member had proved himself to be entirely ignorant of the practice in the English parliament. Who, he would like to know, ever heard of a government laying before a house all the sections, cuttings, &c., of a proposed line of railway previous to the principle of it being approved of? And yet in this colony the government were asked to do all those things, although they had plans submitted to them by a gentleman whose ability and skill could not be doubted, and whose reports were fuller than any ever laid before the House of Commons. The opposition from their conduct, intimated that they could do as well as the government could—if they had the chance. That, however, they had not. They stated also that theirs was no factious opposition—so said Mr. Raff—but he questioned whether that was the fact. He would ask whether the present opposition would benefit the country? Was it not, on the other hand, established only to make a laughing-stock of the members of it. Looking at the report of Mr. Fitzgibbon he considered it a most fortunate thing for the colony, that that gentleman arrived when his services were really absolutely required. The report showed that a large amount of deliberation and attention had been bestowed upon it, which was more than could be said of the hon. gentleman on the opposition benches. The report in question gave, he believed, all the data required by the government, and proved that for a certain sum per mile, the railway could be properly made. (“No,” from the opposition.) It was not to be assumed that because the bill was passed that evening and the clauses contained in it were passed by the committee, that the country would be insolvent—that the house would be asked to vote the money immediately. A Loan Bill would have to be submitted to them. The government, however, had obtained an approximate estimate of the cost, and it could not be questioned that that estimate, as a whole, would be exceeded, because it was found that, with the exception of one, all the estimates made by Mr. Fitzgibbon were within the actual cost. That gentleman’s report, when examined, would be found to go very fully into detail, and he (the Attorney-General) was at a loss to know why hon. members should talk about “babies” (laughter), private stations, and other matters, instead of applying themselves to the question at issue. The members on the opposite side of the house had, in 1861, assisted in passing the celebrated Tramway Bill, which, in his opinion, had put the colony back for three years, yet those very

gentlemen now voted against a Railway Bill on the ground of patriotism. He would ask the house to treat the question not as between the government and the opposition, but as a public question. (Hear, hear, from the opposition.) Let it be treated as a measure introduced by the government for the benefit of the country, and he would leave it to those gentlemen who voted against it to ask their consciences whether they were doing right. The hon. member for the Western Downs said he knew all about the amendment, and that the bill should have been referred to a Select Committee; but he did not so fully understand it; he thought the amendment was only an old party dodge to obtain for the leader of the opposition another opportunity to make a speech—a solemn farce—and, no doubt, others of the opposition would make speeches upon the amendment of the hon. member for the Maranoa, and it was like the audacity of that hon. member—(The Speaker called upon the Attorney-General to withdraw the word “audacity”)—which he did, and went on to say it was an example of the opinion that young man from the country held of his own great abilities, but it would be better in future that the hon. member should get better instructions, or perhaps he should get them from the great gun from Port Curtis in writing. (Laughter.) It had been said that “if the people made railroads the railroads would make the country;” he agreed with that, and, as the members of that house represented the people, so would a majority of votes in the house be the voice of the people, and they would, in fact, be the making of the country. (Hear.)

Mr. KENNEDY explained that he quite understood what he was about in proposing his amendment. (Laughter.)

Mr. PUGH was not sure that he was not included in the list of young members mentioned by the hon. member for the Western Downs; but if so, he begged to assure the house that he would not be deterred from acting in the way he purposed acting by any sneer of the sort. He found on reviewing the speeches of the Treasury benches that every member had expressed a strong opinion, but had used no argument; their speeches displayed faction and interested motives, and no one seemed to know anything of the question. He would take the liberty, so long as he was a member of that house, to vote as he pleased, being responsible to his constituency and not in any way to the ministry, and that vote he begged to say would be an independent one. All that the ministry had said on the Railway Bill convinced him that they never intended to carry out the railways of the country even if the bill were passed. (Oh.) The hon. member for the Western Downs said “oh,” and he (Mr. Pugh) must congratulate that hon. member on the total abnegation of self and absence of personality in his speeches. He also complimented the Attorney-General on the same points, and was taught by this that personality had only been indulged in on one side of that house. The arguments against the bill at the termination of the last session were three-fold. There was no financial statement made with the bill. There was no re-adjustment of the electorates, as there ought to have been, before the introduction of the bill, and there was no data put before the house to guide members in coming to a right conclusion on the question. These three reasons still obtained, and in addition the ministry had stultified themselves, as they last session asked for £400,000 for the railway to Dalby, and now they asked twice that sum, giving no data for the increase. That it would affect the credit of the colony was beyond doubt; and he would say that if he could find a clause in the bill to enable the government to construct the railway on an estimate as they had in Victoria, he would vote for it, being in favor of railways as much as most hon. members. The way it would affect the colony’s credit was simply that no capitalist in London or elsewhere would advance money on such a crude, undigested scheme, (hear, hear); it would injure their position as a colony no doubt. Much had been said about Mr. Fitzgibbon’s report, and it was a pity that some good report had not been obtained, as the railways would do good. He had not gone into that house on the election cry of “railways,” but was firmly in favor of them, the only difference between his side and the other side of the house being the question as to how they were to be carried out; if that were put right, so far as he was concerned he might say that the ministry might occupy the Treasury benches for the term of their natural lives (laughter); but for the ministry to ask for a million and a half of money, without showing a plan, would not do. He would vote on the matter free from factious feeling, however much that statement might be doubted. He had not seen Fitzgibbon’s report, nor did he believe any people in the country had; therefore the Colonial Treasurer could not be right in saying the country was in favor of it. He would vote as he promised to do at his election, believing

that the 4th and 5th clauses of the bill were all the government cared to pass, and that they would put off the residue.

Mr. BLAKENEY, after the “nisi prius” speech from the Attorney-General, would say a few words, although he had intended not to have done so, having come into the house rather late; but, as he had said, it was the Attorney-General, who having made a violent speech, full of personality, and in which he charged the opposition with not being worthy of the name, that he (Mr. Blakeney) had risen to tell that hon. member he might find out the difference to his cost. (Hear, hear.) The Colonial Secretary had said the inhabitants of Rockhampton would be satisfied with the measure; but it was a fact that at that very time there existed a strong petition from that important part of the colony. (Hear, hear, and laughter, from the Treasury benches.) He was enabled to speak on the tramway question quite free of feeling, having been always opposed to it, and in that opposition he had stood almost alone, and the Attorney-General was a most consistent supporter of that bill, and had drawn it.

The ATTORNEY-GENERAL denied that he had anything to do with the Tramway Bill; it was the hon. member, Mr. Lilley, drew it, and the hon. member, Mr. Blakeney, had £10 10s. for his share of it. (Laughter.)

Mr. BLAKENEY continued to say that he had opposed the bill clause by clause, and the result proved that he had been right. The plans, after the amount of £3500 had been thrown away on them, were quite useless; and now the government wanted to go in for another expensive loss. But say it would not be a loss, it was monstrous to think that the government should have so much patronage as such a railway measure would give them; but they would have it if they could. The Attorney-General had stayed away from his duties for the purpose of ensuring the attendance of doubtful members.

The ATTORNEY-GENERAL rose to order. He called upon the hon. member (Mr. Blakeney) as a gentleman, to withdraw the accusation.

Mr. BLAKENEY would never retract anything he knew to be true.

The ATTORNEY-GENERAL, in a sotto voce, said if he did not retract it, he would make him do so outside.

Mr. BLAKENEY overheard the expression, and requested the Clerk to take the Attorney-General's words down.

The SPEAKER, after consulting the Clerk, said that official had not heard the words.

Mr. BLAKENEY said the Attorney-General had used the words, but he was not afraid of him anyhow (laughter.)

Mr. DOUGLAS heard the words, and moved that the Clerk do take them down. He repeated the words.

Mr. TAYLOR said he was sitting within two feet of the Attorney-General, and did not hear the words.

The COLONIAL SECRETARY thought if an hon. member in the heat of debate had made use of some unavoidably unwarrantable expression, the matter should be passed over as being hasty and not really meant.

Mr. RAFF would suggest that the hon. member should be requested to say whether he had made use of the expression, and if he denied it the matter would be at an end.

Mr. WARRY believed the hon. gentleman had made use of the words; but he believed the Attorney-General would not offend the hon. member Mr. Blakeney for the world. (Laughter.)

The SPEAKER said if the hon. member Mr. Douglas persisted in his motion of course the words would be taken down.

Mr. DOUGLAS did persist, and once more stated the words.

The ATTORNEY-GENERAL flatly denied that ever he had used the words.

The ATTORNEY-GENERAL said that upon his honour as a gentleman he asserted that he had not made use of the words.

Mr. TAYLOR was sitting only about two feet from the hon. member, and did not hear him say the words imputed to him.

Mr. DOUGLAS reiterated his assertion that the words were used, and that they had been heard by Mr. Warry.

The ATTORNEY-GENERAL said that the words referred to were spoken "sotto voce," and were to the effect that he would make the hon. member (Mr. Blakeney) retract outside.

The SPEAKER said that the words having been uttered by the hon. member "sotto voce" it was necessary that they should be taken down.

Mr. DOUGLAS would willingly withdraw the motion.

Mr. TAYLOR rose to order, but was ruled to be out of order by the Speaker.

Mr. BLAKENEY resumed: He was sorry that umbrage should have been taken at anything which was uttered by him in the warmth of debate. At the same time he could not help expressing his regret that the hon. Attorney-General had not consented to pair off with him, when they both might have attended properly to their duties in Ipswich. The Attorney-General had reflected upon the ignorance of the opposition; but he (Mr. Blakeney) maintained that the motion before the house was virtually a motion involving a grant of money. With reference to what had fallen from the hon. the Colonial Treasurer, in what, to use a colonial phrase, he might term a somewhat bouncible manner, that any government man could have been returned for Rockhampton, he did not believe that there was one constituency in the colony where a man of the description alluded to would stand a worse chance. He could not see the object of the government in endeavouring to bring the matter forward with such indecent haste, especially when there was such an apparent discrepancy between the amount asked for at first, and the amount required by the present bill, which, to say the most of it, was merely an approximate estimate. As to what had been stated about the opposition voting against railways, such was not the case. He would conclude by expressing his unqualified admiration of the ingenuity displayed by the hon. member who was the real head of the government in deluding the inhabitants of Ipswich into the belief that that town would be the perpetual terminus of the railway, and thereby securing the return of six occupants of the government benches.

Mr. M'LEAN expressed his sorrow that personalities had been used in the course of the debate which had been degrading to both sides of the house, and considered some of the remarks made by the last speaker to have been most insulting. That hon. gentleman appeared to have been disgusted that the terminus of the railway was not to be at his own door, and although he sympathised with the hon. members, having to bring up a large family, he was not prepared on that account to sacrifice the interest of the country. (Cries of order.) The hon. member Mr. Raff had stated, when the bill was before the house during the last session, that if a week's consideration had been allowed him he would have voted for it; how was it then, that after the lapse of three months he was still opposed to it.

An hon. member for North Brisbane said that he thought the government did not intend to carry on the railway even if the bill was passed. Whatever grounds the hon. member had for that statement, no doubt the house would be obliged to him if he stated them for general information. He seemed to find fault with the government for not publishing the report of Mr. Fitzgibbon; but he wished to inform the hon. member that he might have printed it that very day.

Mr. PUGH rose to order, and said the hon. member was plainly referring to him. As the hon. member was not possessed of much information, he wished to inform him that he (Mr. Pugh) was not connected with the "Courier." (Laughter.)

Mr. M'LEAN was glad the hon. member was not connected with that journal, but though he admitted his mistake he naturally thought he was, as the hon. member had been unable to carry on a paper on his own account. (Laughter, and "hear, hear.")

The SPEAKER said it would be better for hon. members not to indulge in personal allusions.

Mr. M'LEAN had merely stated what he had heard, and he thought it was all correct. Referring at length to the speeches of the hon. member who represented Port Curtis, and the

hon. member for the Burnett, who was the acknowledged leader of the opposition, he stated that if it would satisfy those hon. members he should have no objection to the seat of government being removed to Rockhampton or Gayndah, and lines of railway constructed for both. But he called for something more tenable and logical in the opposition to the present bill than anything urged during the debate; for to him it appeared that the speeches of all hon. members on the other side had been made, not against the proposed railway, but against the ministry. (Hear, hear.)

Mr. COXEN stated that it was his intention to vote for the second reading of the bill, and that he placed great reliance upon the report of Mr. Fitzgibbon, who had a high professional character at stake, and the evidences of whose ability had been indicated to the house at an early stage of the debate. The hon. member went at length into the general question of internal communication, and contended that on the ground of the saving of expense by the construction of railways instead of common roads, the house should support the bill brought before them by the government. He objected to the suggestion that the construction of railways should be left to private companies; and he gave his adherence to the government undertaking the work. With reference to the alleged jealousies between the northern and southern districts, he said that in his opinion all grounds for the existence of such would be removed if the proceeds of the lands in each district were set apart for the purpose of paying the expenses of the railway works in each district. In his opinion, the report had a reliable basis in the surveys and plans of the tramway, which he thought were more valuable than the purchasers thought. (Hear, hear.)

Dr. CHALLINOR spoke at length on the general question, and supported the motion. He took occasion to remind the house of the unpleasantness of indulging in personal attacks, and stated that the hon. member at the head of her Majesty's opposition was the first to infringe good order in that respect, by referring to the line diverging near Westbrook. The speeches of hon. members on the opposition side of the house were reviewed successively by the hon. member. After a few further observations, he said he had objected to a railway some few years ago because of the population then having been so sparse, and, as a consequence, there was no traffic; but since the late rapid increase in the population, the establishment of cotton plantations, and the immense increase of wool, the matter had assumed a different aspect, and railways were absolutely necessary, and would prove a benefit to the country at large. He would support the second reading of the bill.

The COLONIAL SECRETARY would add a few remarks to those already stated in the house by hon. members, not because anything that had been said which related to the colony called for it, or that he wished to destroy any argument, there being none, or interfere with any controversy, but because there were one or two points to which particular reference had been made, and it was necessary that that house and the country should have them fairly stated, so that they should not lose sight of the real issue. Hon. members would all agree with him that the debate had not been the most profitable for more than one cause. Two of the ablest and most important speakers on the opposition had to speak against time to allow of the attendance of one of their number, consequently their arguments were not so good as they might and would no doubt have been under other circumstances; indeed, they were so poor that the notes he had made of what they had said, had been rendered useless, and he was obliged to abandon them. The hon. member for the Burnett was the first who required a reply; but before touching on the question of the railways he would make a few remarks upon a point of order. He hoped he did not understand the hon. member Mr. Blakeney in making an observation to the effect that the Clerk was very deaf, to mean that the Clerk was wilfully so, nor did he think it would be right to allow the matter to pass, as the Clerk was not in a position to defend himself. (Mr. Blakeney did not mean it in that way.) He was glad to hear it; and now he would refer to the railway question. It would be idle of the opposition to say that the question under discussion was not a party one, because it was so. "Party" was too well defined throughout the entire debate, and it would be equally idle on the part of the government to say they did not know it, and recognise it as a purely party question. (Hear, hear.) The government had staked their reputation on the bill, and did most decidedly regard the matter as one of party, and although the opposition said that they decried all idea of party; and that they only differed from the government as to the mode of carrying out the railways, he could not overlook the fact that a strong and consistent opposition had been brought against

the government. No hon. member of the opposition dared to rise in his place and say he was not in favor of railways, because their constituents would not stand it. They therefore adopted the ingenious plan of agreeing with the government as to the durability of railways, but condemning the government scheme without giving any distinct resume of their own political management as to the subject under debate, carefully avoiding anything that would not lead the country to believe that the government were perfectly incompetent, and that they were all-powerful, and able to manage the affairs of the country much better than the government, were they put in the places to do it. Ever since 1860 there had been a talk about making a railway, but strangely enough nothing had yet been done towards it; and the opposition were the most urgent as to the necessity for it. In that year the tramway was considered the best method, and in 1861 the house passed a bill to give great powers to that private company—more power and privileges, in fact, than the government now asked for their scheme, and the government could not get it. In the session after that a large amount of money was voted to purchase the surveys for the purpose of making them useful in a general railway scheme; but now the matter had become much changed, the opposition will not insist upon the government taking a decided step in the matter. They did not say, “we or you shall do this or that;” but as the hon. member for Warwick had said, they brought forward motion after motion, and had shown a stormy opposition to everything proposed by the government that was not right. It was quite true that the country required a strong government but the opposition did not take the right means of strengthening themselves for the position, nor would they allow the existing government to produce good measures nor occupy a strong position in the eyes of the country. The hon. member for the Burnett had said that the country must not be neglected as in reference to its roads for the future, and that money should not be wasted in the old system of road-making without previous survey; and the government, thinking that to be correct, had provided for surveys—of the North more especially. £3000 had been apportioned to meet the expenses of two first-class practical surveyors, to survey roads in the North leading to Wide Bay and Peak Downs; and while it might be thought the amount was large, yet the men to be obtained for £1500 per annum each would be good men. He thought everything necessary in that respect could be carried out within the year—hence the amount stated. Was it, he would ask, ever the practice in England to lay before the parliament the various cubic feet of cuttings, and the several embankments required for a railway before a bill for making a railway was introduced. If such was not the practice in England, he considered it need not be in this colony. The hon. member for North Brisbane (Mr. Pugh) stated that if the proposed bill contained any provisions for bringing any expenditure under the notice of the house, from time to time, he would support it. It was a singular thing that that hon. member had not read over the bill, for had he done so he would have seen that his (Mr. Herbert’s) brother barristers on the opposite side of the house had altogether overlooked the most important clause. Did the hon. member at the head of the opposition really mean to say that he had not seen that clause. He put the question, as he wished the country to know whether hon. gentlemen opposite had really seen it, or whether they wished to suppress it from the public. Then, again, there had been a great deal of cavilling about the report furnished by Mr. Fitzgibbon, but he had heard that Messrs. Tooth had offered to construct a railway on the first estimate made by that gentleman. The second estimate, which had not been mentioned, included buildings connected with railways, so that there was not a great discrepancy between the two reports, and consequently the house would not be plunging the country into any very great expense by assenting to the bill then introduced. There was another point—namely, the raising of money by the government;—that had been objected to by certain members on the opposition, but those hon. gentlemen forgot that the government were responsible. So much so were they considered in that light in the English market that even the Corporation of Brisbane could not obtain a loan without the assistance of the government. A corporation in Canada had once borrowed a large sum, and afterwards repudiated the whole debt, saying they were not responsible. So that the only way of raising money must be through the government for the time being. He had heard casually out of doors that there was an intention to revive the now defunct Tramway Company by throwing out the government Railway Bill. There was no doubt that such a proceeding would make a great difference to certain hon. members—and the hon. member for the Burnett would understand that. He trusted, however, the house would assent to the motion now before them.

Mr. DOUGLAS rose to deny the assertion made by the Colonial Secretary, that the members of the opposition were actuated by party motives. He would once more state on behalf of himself and his hon. friend the member for the Burnett, that the present question was not raised as one of party. He considered the government were bound to receive that statement, as it was made publicly as an assertion. If that assertion were accepted, then there could be no further trouble. He wished to know whether railways could be laid down before the surveys were made. If they could not, then of what use would be the proposed bill? He thought the government should agree to the compromise he offered, namely, that they should annul the Tramway Act. (No, no.) If the government did not accept the present assertion he made, then perhaps the faction which they had charged the opposition with would revert upon them. For his part he denied any attempt on the part of the opposition to stave off the bill.

The hon. gentleman opposite was a sort of prophet of roads—his creed appeared to be that there was only one road, and he was the roadmaker; but hon. members must remember that there were about eighteen hundred miles of road to be looked after. The engineer of roads and himself (Mr. Douglas) were very much of the same opinion as to the amount of money necessary to be spent on the roads of the colony. His resolutions were to the effect that a certain amount of money should be set aside for the purpose of being spent upon some fixed principle. They were none of them competent engineers, but he thought that many hon. members of the house, from the fact of having at times been called upon to make their own roads and bridges must have some idea on the subject. The hon. member then proceeded to quote from Lumley, to the effect that more than mere feature surveys were required before the passage through the house of even a private bill for the construction of a railway.

Mr. LILLEY rose and said that the statements of the hon. Colonial Secretary, with regard to the power of borrowing money given by the bill, were inaccurate. It was his opinion that the report of Mr. Fitzgibbon had been written with a very strong bias in favor of the proposed line; that that gentleman had willingly falsified the report, he did not for one moment imagine. He had no desire that the question should be made one of party, and he considered that it was a very shuffling dodge on the part of the ministry to endeavour to make a party question of the bill, when they knew that one hon. member, who generally sat on the opposition benches, intended to vote with them; it was just another dodge to bolster them up, and as such was, in his opinion, quite unworthy of them.

The house then divided on the original motion, with the following result:—

Ayes, 14.	Noes, 11.
Mr. Herbert	Mr. Mackenzie
Macalister	Douglas
Pring	Stephens
Moffat	Edmondstone
M'Lean	Blakeney
Cribb	Lilley
Taylor	Kennedy
Royds	Warry
Bell	Pugh
Wienholt	Raff
Sandeman	Edwards.
Groom	
Coxen	
Challinor	

The bill was then read a second time, and its committal made an order of the day for Tuesday next.

ADJOURNMENT.

On the motion of the COLONIAL SECRETARY, the house adjourned at twenty minutes to one o'clock this morning until three o'clock in the afternoon.