

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

TUESDAY, 17 MAY 1864

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LEGISLATIVE ASSEMBLY.

Tuesday, 17 May, 1864.

Toowoomba German Lutheran Mission.—Public Works.—Powers of the Legislature.—Brisbane Gas Company.—Hours of Sitting on Fridays.—Gradients and Curves of Railway, from Gatton Creek to Summit of Main Range.—Clerk of Petty Sessions at Gladstone.—Approval of Plans, Sections, and Book of Reference, of Line of Railway from Little Liverpool to Dalby.

TOOWOOMBA GERMAN LUTHERAN MISSION.

Mr. GROOM moved for copies of all correspondence between the honorable the Colonial Secretary the Registrar-General, and the Rev. Mr. Schirmeister, relative to the case of the Rev. Mr. Angar, the German Lutheran missionary stationed at Toowoomba. He said his object in introducing this motion was to get an act of justice done to a gentleman who had obviously received an injustice. He did not mean to say the Government had been to blame, but he thought a little more enquiry into the circumstances of the case might have been made. It appeared that representations had been made to the

Lutheran Church in Hamburg that, in consequence of the large population of Germans in the District of Toowoomba, it was necessary to send out a minister, and the result was that the Rev. Mr. Angar was sent out. He brought out letters of introduction to Mr. Schirmeister, and was gazetted as a minister of religion authorised to celebrate marriages in Toowoomba. About six weeks after he had been settled there, a German named Heinemann died, and Mr. Angar was somewhat perplexed with the papers which, as officiating minister, he had to fill up. He, however, filled up the whole of the papers, but appended the name of a medical gentleman, Mr. Otto Sachse, as having attended the deceased, when in fact that gentleman knew nothing at all about the certificate under which Mr. Angar performed the burial service. That was the whole of Mr. Angar's offence. The error was evidently committed through ignorance. It appeared then that Mr. Schirmeister, being influenced to take action in the matter, wrote to Mr. Angar, desiring him to relinquish his charge of the church in Toowoomba, stating that if he did not, he (Mr. Schirmeister) would apply to the Registrar-General. To this Mr. Angar replied that he would not relinquish his charge. A letter was then sent to the Registrar-General, containing statements which he (Mr. Groom) believed were not altogether correct, and the result was that Mr. Angar was suspended from the performance of his duties as missionary at Toowoomba. The letter addressed to the Registrar-General not only referred to the error which Mr. Angar had committed of appending Mr. Sachse's name to the certificate, but to several other matters; what they were he did not know. The affair had created a great sensation in Toowoomba. One-half of the population had seceded from Mr. Schirmeister, and formed a separate association, called the Independent Church, and when he (Mr. Groom) left Toowoomba the collections for building a church for Mr. Angar had reached £280, a portion of this sum being subscribed by other denominations besides the Lutherans. Their object was to reinstate the Rev. Mr. Angar in his position. He thought honorable members would concur with him in the belief that Mr. Angar had been unjustly treated. No doubt that gentleman had committed an error of judgment, but certainly not an act which would render him amenable to the laws of the country. In fact he had no instructions to guide him, when the German died at whose funeral he officiated. He (Mr. Groom) would add that the Germans declined to recognise Mr. Schirmeister as their minister; and, as far as he could learn, Mr. Schirmeister had come out originally from the Chatham Islands, where he was not in very good odor, and had settled in Queensland at his own option, whereas Mr. Angar was appointed minister at Toowoomba by the head of the German Lutheran Church at Hamburg.

The COLONIAL SECRETARY said he was prepared to produce the papers. He would merely state that Mr. Angar had been appointed on the recommendation of Mr. Schirmeister, who the Government had believed was head of the denomination here. This fact had regulated their subsequent proceedings in the matter, but if, as stated by the honorable member for Toowoomba, Mr. Schirmeister was not the head of his denomination, the aspect of the case was of course entirely altered. Under these circumstances, he should not propose any action on the part of the Government at present, but would produce the papers in order that the House might see whether or not it was desirable to reverse the decision of the Registrar-General. He now laid the papers on the table of the House, and moved that they be printed. The motion was agreed to.

PUBLIC WORKS.

Mr. PUGH moved for a "return of all works done under the superintendence of the Colonial Architect's department since the 1st January, 1860, distinguishing between works executed under public contract subsequent to tenders being advertised for, works executed under contracts entered into without tenders having been publicly called for, and works executed without any contract being entered into previous to their commencement,—specifying also the names of the several persons employed on such works, the dates of commencement and completion, and the amount expended in each instance." He said that the returns would not involve much labor to compile, nor would the expense of printing be found great. In some cases contracts for works for a considerable amount had been given away without tenders having been called for. Possibly this had been done without the consent or knowledge of the head of the department. It was a great grievance that people in trade should have, in such matters, to contend with people not in trade, but who held Government offices and were in the pay of the Government.

The SECRETARY FOR LANDS AND WORKS said he had not the slightest objection to obtain the returns asked for by the honorable member, but must inform him that he was laboring under a great mistake in supposing that they could be compiled without great labor and expense. The returns would go back to the year 1860, and considerable clerical assistance would be required to produce them. He believed that a similar return was made last session, on the motion of the honorable member for the Burnett, and therefore the honorable member for Brisbane could have no object in asking for a return beyond that period. He should be happy to furnish a return from the year 1863, but the honorable member did not surely expect to be furnished with the names

of all the parties employed. He was not aware that any contracts of an extensive nature had been given away without tender. It was possible that in a small matter involving only five or six pounds, the Colonial Architect might not have deemed it necessary to call for tenders, and might have made enquiries as to where it could be most cheaply performed.

Mr. MACKENZIE had no recollection of asking for the return referred to by the honorable Secretary for Lands and Works. The return he had moved for last session was a return of all items relating to unforeseen expenditure.

Mr. PUGH was at a loss to recollect any motion previously brought forward of a similar character last session. He did not require the names of all the laborers employed on the works, but a list of the persons to whom the money was paid. He believed that contracts, not of a minor nature, but involving over £100, had been given away without any contracts. The motion was agreed to.

POWERS OF THE LEGISLATURE.

Mr. DOUGLAS, in moving, pursuant to notice, for a copy of the case submitted to the Law Officers of the Crown by the Attorney-General, as to the general powers possessed by the Legislature of the Colony under the 22nd clause of the Order in Council, bearing date 10th June, 1859, said: Mr. Speaker, I have framed this resolution in consequence of the copy of the despatch we have been favored with, which the Attorney-General has laid upon the table of the House, accompanying the statement of the Law Officers of the Crown, in reply to the question put to them in the despatch of His Excellency. It may be remembered by honorable members that last session an Additional Members Bill was brought forward by one of the members for the Leichhardt, and carried on the second reading by a considerable majority, and you felt it to be your duty, sir, to state that in compliance with the Standing Orders, you could not declare the Bill to be passed. The Bill accordingly lapsed. I drew your attention, sir, at a subsequent date, to what I believed to be the interpretation of the 22nd clause in the Orders in Council, and on a question of order arising in consequence, the Attorney-General laid down his reading of that portion of the Constitution Act, and the case was referred to the Crown Law Officers in England. Now, I find, on referring to the Act, that, as far as I can judge by the reply which has been received, the case put by the Attorney-General to the Law Officers of the Crown, was a very different one. I find in the Votes and Proceedings of a previous session, that a question was put in reference to the powers conferred by the 22nd clause of the Orders in Council of 6th June, 1859, and it was understood that was the question to be

submitted. But an entirely different case appears to have been put. The question I raised was a very important one. It had reference to the 22nd clause, which says that the Legislature of the Colony shall have power to make laws altering any of the provisions of the Orders in Council, &c. On referring to the 8th clause of the Orders in Council, I find that the Constitution Act of New South Wales, from which we derive our powers, was absolutely incorporated in the Orders in Council, and thereby became part of them. Now, it seems to me, sir, as clear as day, that by the 22nd clause it is within our power to pass a measure abrogating that portion of the Act which provides that no portion of the Constitution shall be altered except by a two-thirds majority. This is another sample of the Attorney-General's law. The other day he favored us with a luminous description of mercantile law, and here is a question of constitutional law, which every member of the House admits is of the greatest importance, still undecided. Either the Attorney-General has been very oblivious, or he has actually shirked the question. We have been talking every session of parliamentary reform, and of the necessity of increased representation, and we refuse to take the first steps to attain that end. The honorable gentleman cannot say that I did not invite his attention to this question last session; and besides, sir, I am informed by persons in England, who are well supplied with information in reference to this Colony, that my name has been associated with those of persons who are supposed to be trying to upset the constitution of the country; persons whom I have met only once or twice, and whom I should scarcely know again, and the fact that I on one occasion publicly met Mr. Justice Lutwyche, was made use of in support of the charges thus made—by whom originated, I do not know. It has been stated, sir, that I wished to revert to what has been represented as the subversive Government of New South Wales. Now, I never expressed such an opinion; I should be only too happy to retain all our constitution as it is. I have no desire for any such changes, but I deny that the constitution of New South Wales is of an anarchical nature, and I should rather say that the Colony of New South Wales is suffering from a reaction of a conservative nature. I think, sir, the Attorney-General must have been misled in this matter, and I trust he will be able to afford me such information as will dispel my doubts.

The ATTORNEY-GENERAL: Sir, the honorable member for Port Curtis, has stated that my attention was drawn to a question which he asked me in reference to the general powers conferred by the Orders in Council of 6th June, 1859, and especially the 22nd clause, and he has taken occasion to remark that my version of the clause was a general sample of my law. Now, sir, when the

question was put to me, and I understood it was to be referred to the Imperial Crown Law Officers, I gave no opinion whatever in reference to that clause. The honorable member is, therefore, entirely wrong. I care very little whether my samples of law have pleased the honorable member or not, and I must add that his remark shows how little he knows of the law of the country in which he seeks to rule. It will be in the recollection, sir, of honorable members of this House, that when Mr. Sandeman's Bill for increased representation of the country was before the House, it became a question as to whether the Bill could be carried by a bare majority. My opinion was, that power to alter the system of representation would require a two-thirds majority, and the Crown Law Officers in England decided that I was right. That, sir, was the case before the House; and that was the only case laid before the Crown Law Officers, and that I take it was the only opinion which could have been come to. There is a great deal of difference between the two-thirds clause and the bare majority clause. The question before the House on a previous occasion was whether a Bill should be introduced to increase the representation of the country by a bare majority, and not whether it was possible to repeal the clause in the Constitution Act, the repeal of which would give the required power. I admit that the 22nd clause of the Orders in Council confers power to alter the Constitution Act. I never had any doubt about it, and I never submitted a case which had reference to that clause, because I knew very well what the answer would be. What I stated, sir, was that under the 15th section of the Constitution Act, it was impossible to alter the system of representation, except by a majority of two-thirds of the whole House. The two questions are totally distinct.

Mr. DOUGLAS: If the honorable and learned Attorney-General will refer to the records of the House, he will find that I put the question to which I have alluded. I admit that on a previous debate, the points he has now raised were brought up, but they did not embrace the question I wished to have explained, and to which I drew the attention of the honorable gentleman. The reply from the Law Officers of the Crown refers to a totally different question.

The ATTORNEY-GENERAL: I think, sir, the matter can be very easily understood by this House. The honorable member for Port Curtis, when the question raised by Mr. Sandeman's Bill was before the House, expressed his doubt both of my opinion and your ruling, and after I had advised my colleagues to refer the question to the Crown Law Officers in England, he put the question to which he has referred. In my reply, I inadvertently used the word 22nd, instead of 15th.

Mr. DOUGLAS was glad to hear the Attorney-General acknowledge that he had

made a mistake, and as the honorable and learned gentleman had stated that there was no such despatch, he would withdraw the motion.

BRISBANE GAS COMPANY.

MR. MACKENZIE moved, pursuant to notice, "for a copy of the minute of the Executive Council, relative to an application made by the corporation of the city of Brisbane, for a site whereon to erect works for the supplying the city was gas, and also for copies of all correspondence that may have passed between the solicitor and directors of the Brisbane Gas Company and the Secretary for Lands and Works, relative to the lease and subsequent purchase of a portion of land within the city boundaries." He said the application of the corporation for a site for a similar purpose had been refused by the Government, on the plea that the erection of gas works in the town would be injurious to the health of the inhabitants. Yet in this instance, he believed a grant in the heart of the city had been made to a private company. The site was in one of the most valuable portions of the town. Although a clause in the Land Act might confer power to grant land to corporations or public companies, yet the Government had in this instance established a very dangerous precedent. The House would, no doubt, be told that it was not an absolute grant, but he believed it had been leased with a right of final purchase, on unduly advantageous terms. The purchase was to be at from between four and five thousand pounds, and no doubt before long it would be worth six or seven thousand pounds. The grant was originally set aside as a dry dock, but it had been argued by a member of the Government that the stench from the dock would be bad, and that the townspeople would be annoyed by drunken sailors. Several letters had also been received recommending Breakfast Creek for the dock as more eligible. Now, the stench from gas works would be quite as offensive as a dry dock. If this precedent were allowed to pass, other private companies, such as soap companies, would apply for grants. He was sorry to say that the whole of this affair bore a suspicious resemblance to a "job."

THE SECRETARY FOR LANDS AND WORKS said he was not aware that any communications had passed between the company referred to and any member of the Government, which would warrant the honorable member for the Burnett in designating the affair as a "job." When the company first applied to the Government, and obtained a promise of the land, he (Mr. Macalister) was in New South Wales, and he had consequently no communication on the subject with any one connected with the company. In reference to the value of the land, the honorable member had stated that it would, by-and-bye, be worth seven thousand pounds.

That was very probable, and if the gas company contributed to render it so valuable why should not the Government reap the advantage. He believed the Surveyor-General, in estimating its value, was guided by the value of the land lately sold to Dr. Hobbs. The honorable member for the Burnett did not object to that valuation. He (Mr. Macalister) had no recollection of any correspondence on the subject, and it was probable that the communications made by the promoters of the company were made personally. He had no objection to produce the correspondence, if it existed.

MR. BROOKES said the Government had no power or right to grant the municipal lands where a corporation existed, which he presumed had their rights and powers, as well as their responsibilities. He had no pecuniary interest in the company, although he knew something about its first formation. A correspondence did take place, but at that time he was not aware where the works were to be. A letter came to the originators of the company, signed "A. O. Herbert, office of Lands and Works." He believed that if the correspondence between the solicitor of the company and the Government were published, it would be found to be a correspondence between Mr. A. Macalister, solicitor, and the Hon. Arthur Macalister, Minister for Lands and Works. He was not aware how cheap the land was obtained, nor of the precise terms of the agreement. He considered it was beneath the dignity of a responsible Minister of the Crown to give away land within the town to any person whatever, and to avoid misunderstanding, he thought the correspondence ought to be produced.

MR. R. CRIBB said he thought it would be a great improvement if motions for returns were simply made without any debate. For he observed that they generally gave rise to a number of insinuations, which occupied a considerable time before the pith of the question was arrived at. In reference to the particular question before the House, he would, however, say a few words. When the subject of the gas company was first mooted, the honorable member for North Brisbane was one of the members of the provisional committee, as it was termed, the honorable member for South Brisbane was another, and he and his colleague, the honorable member for East Moreton, were the others. They were all very patriotic, and in the zeal of their patriotism desired to light the city with gas. They intended to do so if they could get a grant of land for a site from the Government. In company with Captain Towns, they waited on the Colonial Secretary and, if he recollected aright, upon the Surveyor-General, and proved to them that the company would confer a vast benefit to the community, and that the Government would benefit, inasmuch as when the gas was in existence the cost of

protecting the city would become less. Well, the Government appeared to look favorably on the proposal, and the committee thought they had secured the object they had in view. Subsequently, the honorable member for North Brisbane and the honorable member for South Brisbane, finding they could not have it all their own way on the committee, turned round and discovered that the company was joining with the Government in a gross job. Those two great patriots suddenly arrived at the conclusion that the grant of land would be very iniquitous, and the projectors of the company came in for a great deal of abuse, which he (Mr. Cribb) cared very little for. Where was the honorable member, who took such umbrage at this grant of land, when a much more valuable frontage was granted to a private individual? Not a word was said about that, but directly a site was granted to a private company which was calculated to benefit the city, he must needs come forward to oppose it. It was because that honorable member could not rule the company, that this outcry was made; but he (Mr. Cribb) was happy to say his efforts were powerless.

Mr. BROOKES said the honorable member for East Moreton, in mentioning his name, had hardly used him fairly when he withdrew from the company. He had written a letter to all the projectors, and from that time to the present had had no communication with them. The Secretary for Lands and Works was aware of the grounds of his withdrawal.

Dr. CHALLINOR said he had heard that the land alluded to as having been sold to a private individual, had been sold to Dr. Hobbs. He believed it had been sold at half its value, and that a person was ready to give double the amount for it. He assumed, then, that if the value of the land referred to in the resolution was based on that valuation, the country was a loser, and an injustice had been committed. He supposed means would be taken to prevent any nuisance to the public in that locality, and it certainly would be a nuisance if the tar were allowed to go into the river. He was not certain that this grant of land, on the part of the Government, to a company would be a good precedent. He dissented, however, from the *dictum* of the honorable member for North Brisbane (Mr. Brookes), that the Government were precluded from dealing with land in any municipality; and he admired the Colonial Secretary for the letter which he had had the courage to write to the Brisbane corporation in connection with this principle. The Ipswich corporation, with all their faults, would never think of advancing such pretensions as those put forward by the Brisbane corporation. He also dissented from the opinion expressed by the honorable member for East Moreton, that there should be no discussions upon these motions, as honorable members who brought them

forward, not knowing how they might be met by the Government, were obliged to state their reasons; and the reply from the Government might involve a right and a necessity on the part of the member putting the question to speak upon it.

Mr. KENNEDY said that if the fact of this grant having been made were substantiated, the proceeding was a very undesirable one; great injury would accrue to the owners of property adjacent to the site by the establishment of the proposed works. He thought the powers of Government, as regarded the grants of lands to companies or individuals in municipalities should be restricted, and that in all such cases the lands should be submitted to auction.

Mr. DOUGLAS expressed his opinion that some general rule should be laid down in these cases. Similar applications would be made by other companies, and a precedent would have to be established, so that the powers of the Government might be defined.

Mr. MACKENZIE said he had no personal interest in the question, either one way or the other, but he was surprised to hear the honorable Minister for Lands and Works allege as an excuse that he was absent from the Colony when the grant of land was made to the gas company. Was the House to understand from the honorable member that in his absence lands were given away to one person or the other? He (Mr. Mackenzie) was of opinion, and he now for the first time discovered his error, that it was quite competent for the honorable member to have objected to the grant, even while absent from Brisbane. With regard to what had fallen from the honorable member for East Moreton, it did not appear to him that the honorable member had given any reasons for the proposition he had made at the commencement of his speech, that no discussion should ensue upon a motion for returns, but had rather shown by his remarks the necessity which existed for affording the House some information to act upon. Honorable members on the Government benches were continually taunting the members of the Opposition with bringing forward motions without any substantial reasons to support them. He hoped the letters would be forthcoming, and that what had passed would be of service in the future. He quite concurred with his honorable friend, the member for Port Curtis, that some definite principle should be laid down, or the door would be open to great abuses. The motion was then put and passed.

HOURS OF SITTING ON FRIDAYS.

Mr. BELL moved, pursuant to notice, that the hour appointed for the meeting of this House, on Friday in each week, be altered from three o'clock p.m. to ten o'clock a.m.; and that the sitting on every such day terminate at one o'clock p.m. He trusted the proposition would be met by that spirit of concession and mutual accommodation

which had characterised the House during previous sessions. Had the alteration been suggested for the accommodation of a few members only, he should have hesitated to propose it, but he believed the majority would benefit by it. Until the last session it was the practice of the House to have a morning sitting on Fridays, and the appointment of afternoon meetings was an innovation. The proposed change would be a great convenience to country members.

Mr. GROOM said he was sorry to be obliged to oppose the motion. It would be said, if they went on changing the hours of sitting in this way, that honorable members did not know their own minds. He was quite prepared to admit that some allowance should be made to members from Ipswich and the country, but the honorable gentleman must bear in mind that an adjournment would probably take place for the Ipswich races, the assizes, and the Agricultural Society's meeting, and that honorable members would be absent for a considerable time.

The COLONIAL SECRETARY said that when he brought forward the usual sessional motion, which it was now proposed to alter, he intimated that he should be very willing to alter the hours of sitting on Friday. To meet the views of honorable members on both sides, he suggested that the House should always meet on Fridays at ten o'clock, but not adjourn at one o'clock, if there remained business on the paper to be disposed of.

Mr. BLAKENEY said the morning sittings were first adopted chiefly for the convenience of members residing in Ipswich, of whom there were six. Of those six there were now three on the Government benches, besides the honorable member who brought forward the motion. Was an alteration now to be made for the convenience of the remaining two, which would seriously inconvenience those honorable members who came from Toowoomba and other parts of the country? The House had not been assembled for a month, and but little business had been got through. If sporting members were to have an adjournment on the one hand, and legal members on the other, there would be but little time left for the work of the session. He trusted the House would not entertain the proposition.

Mr. COXEN approved of the suggestion made by the Colonial Secretary, which, he thought, would meet the views of honorable members on both sides of the House; and moved, as an amendment upon Mr. Bell's motion, that the question be amended by the omission therefrom of all the words following "a.m." on the second line, and that the hour appointed for the meeting of this House, on Friday in each week, be altered from three o'clock p.m. to ten o'clock a.m.

Mr. DOUGLAS reminded the House that Friday was a Government day, and if the Ministers were content to accept the pro-

posed arrangement, he could not see why private members should object to it. The business would generally be over by one o'clock, and if not, the sitting could continue through the afternoon.

Dr. CHALLINOR said that a good many country members resided in Ipswich during the session; the alteration would not, therefore, be for the convenience of Ipswich members alone. He might observe that he was associated with several important institutions which could hold their meetings on Saturdays only. For instance, there was a trustees' meeting of the Grammar School, which met on the first Saturday in each month. It was not to be supposed that he could attend those meetings if he were kept in Brisbane until a late hour on Friday night. Country members, too, he observed, were frequently the last to attend the House, and the first to leave it. One honorable member had stated that to pass the resolution would imply that honorable members did not know their own minds; but he would remind the House that the wording of the first resolution was, "until further orders," to allow of any subsequent alteration. He trusted the House would agree to the change. For his own part, he should not mind sitting till midnight on Thursdays, in order to be able to get away early on Fridays.

Mr. TAYLOR supported the amendment suggested by the Colonial Secretary, which appeared to him to remove every objection, inasmuch as there would in that case be both a morning and an evening sitting. He repudiated the attack made upon the country members by the previous speaker. They came down for no other purpose than to get through the business of the country, and were anxious to proceed with it, with as little delay as possible.

Mr. MACKENZIE said he preferred the morning sittings, as they suited his convenience. He must, however, oppose both the motion and the amendment; he could not see why these continual changes should be made. The morning sittings were done away with, because they were found to be inconvenient, and the change now proposed was entirely for the benefit of one or two individuals.

Mr. PUGH said he should be happy to give his time on Fridays, in the morning instead of the evening, but he felt convinced the House would not sit for more than two or three hours, and that as soon as the coach left for Ipswich there would be no House. He would remind the House that Friday was a Government day, and there would frequently be a great deal of business on the paper. Unless honorable members would pledge themselves to remain all the afternoon, it would not be desirable to pass the amendment.

Mr. BELL had no objection to the amendment, as it appeared to suit those honorable members who were most interested. The question was then put, and the House divided.

Ayes, 17.	Noes, 7.
Mr. Wienholt	Mr. Blakeney
„ Sandeman	„ Kennedy
„ Bell	„ Stephens
„ Coxen	„ Groom
„ Royds	„ Lilley
„ Edwards	„ Mackenzie } Tellers.
Dr. Challinor	„ Pugh }
Mr. Brookes	
„ B. Cribb	
„ R. Cribb	
„ Douglas	
„ Moffatt	
„ Macalister	
„ Pring	
„ Herbert	
„ Taylor } Tellers.	
„ McLean }	

GRADIENTS AND CURVES OF RAILWAY FROM GATTON CREEK TO SUMMIT OF MAIN RANGE.

Mr. DOUGLAS moved, pursuant to notice, for a "return showing the gradients and curves on the proposed line of railway from the Little Liverpool to Toowoomba, commencing on the crossing of Gatton Creek, and terminating at the summit of the Main Range." He had no doubt, he said, that he should be met by the honorable the Minister for Lands and Works, with the reply "that there was no occasion for those returns." He trusted, however, there would be no objection; for he had not asked for many returns. Indeed, the only two for which he had moved, last session, had not been laid on the table. The papers he asked for would not involve more than a couple of hours work for a clerk in the engineer's office; and it would be a great advantage to honorable members to have them before them. It might be said that he could have supplied himself with the information from the plans of the railway which were on the table; indeed, he had examined them, and had arrived at a tolerable idea of the line, and of the different gradients and curves; but he could not say that he had thoroughly satisfied himself as to the nature of the survey. The drawings were executed very neatly, and appeared to afford all the information that such surveys did; but he thought, in such a gigantic undertaking as the Colony had entered upon, the House should have a tabulated statement of those very important inclines of the railway. The honorable member quoted from Mr. Fitzgibbon's report, in which was stated that on the portion of the line which went over the Main Range, the average rise would be seventy feet per mile, or one foot in seventy-five feet; the steepest gradient would be one foot in fifty feet; and of the fifteen miles of incline, there would not be in the aggregate one straight mile, and the remainder would consist of curves of from five to twenty chains radius. That was a description of part of the line, and he should be glad to see the whole of the line properly described.

It was desirable that the House, and the community at large through the House, should be made aware of the exact character of the works they were about to enter upon. He should be glad if he could hear from the honorable member opposite that, not only upon this ground of want of information, but upon other grounds which he (Mr. Douglas) could mention, he would not press the motion which stood in his name lower down on the business paper, until the information was furnished. It was very desirable for many reasons that it should be deferred for the present. He hoped the House would have some assurance from the honorable member that he would not hastily or needlessly press on the matter.

THE SECRETARY FOR LANDS AND WORKS said he was sorry that the honorable member for Port Curtis should have felt it his duty to bring forward the motion before the House. He thought he (Mr. Macalister) had even shown a desire to consult the convenience of honorable members. On this occasion, however, he was unable to agree to the motion of the honorable member; and it would be his duty, not only to oppose it, but if the honorable member should persist in it, to press the House to a division. The honorable member might take his word for it, that the resolution to authorise the Government to proceed with the railway, would come on that evening. The practice of the Government in New South Wales was to place the surveys on the table of the House, and to hold the Engineer-in-Chief responsible for the work. He could see no reason that there should be any alteration on the present occasion, and he hoped this was the last instance in which the House would open up the whole discussion on railways. The plans, sections, and surveys had been on the table all the previous week, and the honorable member had had ample opportunity of going over them and getting all the information he now asked for. He could not dispute their correctness, and in reference to embankments, curves, sections, and cuttings, there was every information an engineer could desire. If he could not satisfy himself with that information, or understand it, it was too much to expect the House to wait for him. The Government could not spare draftsmen or engineers to furnish information for the honorable member, and he could see no reason why the Government should be asked to do so. He (Mr. Macalister) had not the slightest doubt that the Engineer-in-Chief would be very happy to furnish the information to the honorable member; and if the honorable member thought it was necessary for him to have it, he had not the slightest objection to his getting it hereafter. The Government had furnished to the House all the information, and more than the law required; therefore he could not see what object other than delay there could be in bringing forward the motion.

Mr. R. CRIBB said that all honorable members were not supposed to be engineers, and although the papers had been laid upon the table of the House in a formal way, it was impossible for members to have gone over the whole of them in detail, and to point out where they were right and where wrong. The Engineer-in-Chief was responsible to the Government, and the Government was responsible to the House. He could see no reason whatever for asking for this information.

Mr. MACKENZIE said of course the honorable member for East Moreton was very much astonished that any motion should be brought forward to prevent the Government from going on with the railway. It would be in the recollection of the House that he was one of the members who had voted against the original Railway Bill, and his conduct now would be appreciated. The Secretary for Lands and Works said he was following the example of New South Wales in laying information on the table. It might be so, but this Colony was in a different position from New South Wales. The experiment was a new and novel one. There was nothing before the House to show that it was anything else. The plan and sections might be all very well as far as they went, but he maintained that the information which had been afforded by the Government was exceedingly meagre; and that what the House had got had to be dragged from them. He expressed his disappointment with the correspondence which had been laid before the House. It was needless for the Secretary of Lands and Works to say that he looked upon the honorable members of the Opposition with contempt; they saw that he did so by every look and gesture. The papers he had laid before the House were insulting to the common sense of children. It was all very well to say that the Government were responsible to the House and to the country; if the honorable the Minister for Lands and Works threw away a million of money, to whom was he liable? He (Mr. Mackenzie) maintained that the present form of government was not responsible government at all. A Ministry having such a majority was responsible to no one. He supported the motion because he considered it highly desirable that the papers in question should be laid upon the table of the House.

Dr. CHALLINOR reminded the honorable member that the first Parliament had been dissolved for the purpose of appealing to the country on the railway policy of the Government, and they were responsible to the country. The plans had been laid upon the table of the House, and the information asked for could be obtained from them. He considered the returns were quite unnecessary at the present stage of the proceedings.

Mr. BLAKENEY said he was surprised at the overbearing manner in which the mild suggestion of the honorable mover of the

resolution had been met. He did not think it was an unseasonable request, that further information should be given to the House, and through the House to the public, as to the remarkable experiment that they were called upon to make in the construction of this railway from Ipswich through Little Liverpool to Dalby. That was all they asked for, and all they could attempt to do, for, with a tyrant majority, they could only at best put a drag upon the wheel that was dragging them down the precipice. (Laughter.) Was it reasonable in the Government to ask honorable members for their votes, without affording them the fullest information, especially when nothing could be done until after the next session of Parliament. But the Government had a tyrant majority, on the strength of which they did not hesitate to express their feelings by laughing at the Opposition, by grinning at them, and crying "hear! hear!" Not a particle of argument but empty "hear, hears." (Laughter.) It was not unreasonable for honorable members to ask for further information, for they could not forget what had occurred in the other branch of the Legislature. And how were they met?—In the most contemptuous manner. Because the Government had managed by a little maneuvering to shirk the question in a former session by moving the previous question, did they expect to have everything their own way? He only hoped that the Bills which would be introduced and which would, no doubt, be dragged *coute qui coute* through the House, would not become the law of the land that session. The recommendation of the Legislative Council was not to adopt the three feet six inches gauge until further information had been obtained on the subject. Now, what a piece of quibbling it was on the part of the Government to say, the other night, that they could not lay the correspondence on the table of the House, because they had not received an answer from Sir Charles Fox. The promise made by the Government was, that the opinions of eminent engineers should be obtained, and laid upon the table before the House separated. Was that the way in which the country was to be treated by a Government who undertook to do everything, and to be responsible for everything? The railway would be a poor subject for merriment when a million of money had been expended. After all that had been said about the famous engineer, Sir Charles Reynard or Fox, who was to carry everything before him, it turned out that he was a paid agent of the Government for the purchase of everything ordered for the Colony; and he believed the knight would not have less than five per cent. out of the transaction. He would not well deserve the name of Fox if he was not more cunning than to throw cold water upon a system that was to put money into his pocket. Of course, he approved of the

railway and of Mr. Fitzgibbon, too. It was rather odd, however, that the Government did not take more care in selecting their letters. When extracts were given, he always thought there was something hidden in the context. Sir Charles Fox's letter was given in full, but only an extract was given from that of an engineer at Bombay to a member of the Queensland Government. But he (Mr. Blakeney) would also read the extract and the House would judge whether it afforded any proof that the narrow gauge was likely to prove a success in this Colony. The letter was dated 29th October, 1863, and was from the Engineer-in-Chief, Bombay, to a member of the Queensland Government, and the extract was as follows:—"The only gauge in India, with the exception of a single feeder to the 'East Indian,' in the neighborhood of Calcutta, is 5 feet 6 inches. The feeder has a gauge of 3 feet 6 inches, and when completed is to be worked by light locomotives. The success, therefore, has not yet been proved in this country. I see no reason whatever for doubting the efficiency of a 3 feet 6 inches or 4 feet gauge on an incline of 1 in 50, and I believe it to be as capable of safe working as the wider gauge I have mentioned. At the same time, it is not what I myself would be disposed to recommend, if the traffic at any time during the first ten years of working was likely to exceed six or seven goods trains per day each way, or say two hundred tons in one direction. The Americans have found the benefit of narrow gauges, sharp curves, and cheaply constructed underworks, through their thinly populated districts; and I cannot but think that in a Colony such as yours, the same system would, in the long run, prove itself to be the best suited for the public interests. The Bybore and Theelghaut inclines of this Presidency, with gradients of 1 in 37 and sharpset curves of 30 chains radius, have been constructed for the accommodation of 2,000 tons per day in one direction. Their cost averages about £60,000 per mile, and it would be well, therefore, for you to have recourse to some less expensive system, better adapted to the circumstances of a young and rising colony." That letter was a proof of what he said last Session,—that there was no instance on record of this experiment of a 3 feet 6 inches gauge railway, with light locomotives for passenger traffic, having been successful. He trusted the Government would give the name of the writer, and not treat the House to garbled statements and extracts from letters instead of the letters themselves. Then there was Sir Charles Fox's letter, and a letter from Mr. George Berkeley, another engineer, to Sir Charles Fox, approving of Mr. Fitzgibbon's report, which had been forwarded to him. The rest of the correspondence referred to soft soap and resin. But the letters which the Government had sent home were not given. In conclusion, the honorable member expressed his hope

that for the sake of the Colony, if the Government wished to carry on the business of the Colony with satisfaction to the people, the railway would not be rushed through the House. It would be a description of railway unprecedented in any country in the world, and the House was not compelled to go on with it without some pledge as to the advisability of the undertaking.

Mr. Brookes rose and expressed his regret that there should have been on the part of the honorable the Minister for Lands and Works, so early manifested, in connection with the motion before the House, a spirit of determined hostility to everything in the shape of conciliation. Of course, there was no evading a discussion, which would include the whole railway question, and it was not desirable that it should be evaded. From the way the question had been begun, he could see no alternative but to discuss the matter throughout its whole length and breadth. He looked upon the correspondence as exceedingly unsatisfactory; it was not what the House had a right to expect from the Ministers of the Crown. In reference to the proceedings of last session in connection with the Railway Bill, he thought that, during the recess, the Minister for Lands and Works had vastly exceeded the powers committed to him; and, if for that cause only, it was the duty of the House to see that they were not hurried into an enormous and lavish expense. What they were doing, might not only materially affect the credit of the Colony, but impose upon it liabilities, which he did not think any member of the House would live to see discharged. He thought that the opinion of the Surveyor-General of the Colony ought to carry weight with the Government; and he could show that that gentleman had, in his evidence given at the bar of the Council, objected to the three feet six inches gauge, and to a decision on the railway without a preliminary survey. But not only was that gentleman's opinion disregarded, but Ministers had either forgotten—he would rather adopt that expression—or broken, their own promises. The correspondence gave evidence that they had not been forgotten, but that they had been grievously ignored. The Colonial Secretary, on the 8th September last, assured the House that the Government would not do anything with regard to the construction of the railway without further consideration; and the Minister for Lands and Works said something of the same sort, and promised to consult the most eminent engineers at home upon the railway. It appeared by the correspondence, that on the 18th September the Secretary for Lands and Works wrote to Sir Charles Fox, desiring that he should act on behalf of the Queensland Government, as agent for the purchase and shipment of railway material from England. That did not look like a desire to obtain from England the opinion of eminent engineers; it was like

going into a business affair. He also found that in a communication dated 20th September, (?) a positive indent was sent home to Sir Charles Fox, and in reply to that, on the 26th January, he stated that he had received tenders; and he subjoined a list of articles which he had purchased, amounting to something like £37,000. Now he (Mr. Brookes) wished to speak respectfully in this matter, but with such evidence before him, he said that the Government had been guilty of a gross breach of confidence; they had distinctly lost sight of their own word; and they had failed to do that which they had promised to do for the House. The honorable member then moved that the motion before the House be amended, by the insertion after the word "railway" of the following words, "across the Little Liverpool and;" and that all the words after "Toowoomba" be cancelled.

Mr. DOUGLAS said that he hardly expected, when he moved the resolution, that the House would have gone into the discussion of the general question. He had hoped that the Government would have acceded to his request for the postponement of the railway question; but as they had not acceded to it, he was not going to press his motion. If the honorable member for North Brisbane would withdraw his amendment, he (Mr. Douglas) would withdraw his motion.

Mr. BROOKES having expressed his willingness to withdraw his amendment,

The motion and the amendment were then, by leave, withdrawn.

CLERK OF PETTY SESSIONS, GLADSTONE.

Mr. DOUGLAS moved—"That an address be presented to the Governor, praying that his Excellency will be pleased to cause to be laid on the table of this House, all correspondence which may have passed between the Bench of Magistrates at Gladstone and the Government, in reference to certain charges brought against the Clerk of Petty Sessions at Gladstone." He said he was not satisfied with the answer of the Colonial Secretary to his question on this subject a few days ago. It was to the effect that as this officer had withdrawn his appeal under the Civil Service Act he had been allowed to exchange with another official. Now he (Mr. Douglas) wanted to satisfy himself as to the propriety of that procedure. He had been informed that the gentleman referred to had behaved in a very indecorous manner before the court. It appeared that when he was called upon to perform his duties in court he was in a state of drunkenness; he threw the deposition book at the head of the chief constable, and he then jumped on the bench and called for his horse.

Mr. MACKENZIE seconded the motion.

The COLONIAL SECRETARY believed that the honorable member had been entirely misinformed as to the circumstances that took place on the occasion to which he

referred. The conduct of the clerk had not been so outrageous as he described. The officer had been in the service of the Government for very many years, and had performed his duty in a proper manner; better, without exception, than any officer of similar standing in the Colony. On the occasion in question, it was a fact that he was intoxicated. But in consideration of his past services, which had been considerable, he had been allowed to exchange. He (the Colonial Secretary) had not the least intention of opposing the motion, though it was like many motions that came from the other side—interfering with the functions of the Executive, and taking them into the hands of the Opposition.

The question was then put and agreed to.

APPROVAL OF PLANS, SECTIONS, AND BOOK OF REFERENCE OF LINE OF RAILWAY FROM LITTLE LIVERPOOL TO DALBY.

The MINISTER FOR LANDS AND WORKS, in rising to move the resolutions standing in his name, trusted that after the long discussion which had taken place that evening, on a collateral point in connection with the railway question, he would not be expected to go so fully into the matter as he otherwise would have wished to do. At the same time he had no intention of withdrawing from the strictest enquiry on the part of the Opposition members, with regard to all matters connected with the subject of Queensland railways. It would be in the recollection of the House, that the Railway Bill of last session was introduced under circumstances peculiar to this Colony. Not only were the demands for the improvement of the roads of the Colony annually increasing, but a few years more, and those roads would have had expended on them, as much money as would have served to make a railway; and after all, the improvements effected on those roads would be but little, as compared with the money expended upon them. The failure of a company organised for the purpose of forming a tramway between Ipswich and Dalby had induced the Government to direct their attention to the establishment of railways in the Colony, and, in the first place, to the commencement of one for the western line. It was not his intention at that stage to detain the House by going over the various reasons which had been assigned for this course of action. Some of the reasons, however, were these. The neighboring colonies had introduced railways, heavy and expensive, and, however these railways might be warranted by the state of circumstances in those colonies, they were certainly unsuited to, and uncalled for by the revenue, population, or traffic of our Colony. The railways he alluded to had been founded on what was known in England as the high-speed gauge—in forgetfulness of the different circumstances that existed in the mother country and the colonies; for

in the latter, money had to be borrowed on public security to establish railways, and the object was simply the formation of roads, instead of the mud tracks that had previously existed. In England, all knew that railways were established by private companies, who had a perfect right to spend their money as they pleased, and the object there was not the improvement of the roads, because they possessed the finest in the world, but speed—a speed at the present time unknown in the colonies. The Government was of opinion that the introduction of such railways into Queensland was altogether uncalled for. (Hear, hear.) They felt that however desirable it might be to introduce railway communication, to introduce heavy and high-speed railways would be to plunge the Colony into an amount of debt that the revenue could not pay, while the traffic could not meet the wear and tear, and the working expenses. One great point in connection with railways for Queensland was to obtain the means of economically ascending the Main Range. While the Government had always maintained that the gauge which ought to be adopted was the economical gauge, even on level country, there was still less difficulty in making it apparent that this was the best gauge for ascending the Main Range. The great point to be determined, in the introduction of this railway was, as had been stated, how, economically, to ascend that range. That with a railway of a gauge of seven feet, they would be able to ascend it, he was not there to dispute. That a gauge of four and a-half feet would also have enabled them to ascend the range, he was not prepared to assert; but what he asserted was, that before they could have adopted the curves necessary for either gauge, in order to ascend the range, they would have involved the Colony in an expense it could not have borne. In order to prove the expense of ascending the Main Range with the broad gauge, he would refer to an extract from the Proceedings of the Civil Engineers' Institution in reference to the Bhoze Ghaut Incline. The statement was as follows:—“The Bhoze Ghaut Incline is 15 miles 68 chains in length, and the total rise is 1,831 feet. Its average gradient is 1 in 48. The steepest gradients are 1 in 37 and 1 in 40, for a total length of 9 miles and 44 chains; 1 in 37 extends in one length for 1 mile 10 chains, and 1 in 40 for 5 miles 6 chains. Short lengths of level gradients, and of one in 330 are introduced into this incline, to facilitate the ascent of the engine. The radii of the curves upon it range from 15 chains to 80 chains; but as much as 12 miles 45 chains have a radius of more than 30 chains, and 5 miles 33 chains are straight. It comprises twenty-five tunnels, of a total length of 3,585 yards; the longest is 437 yards, and the longest without a shaft, which is carried through a mountain of basalt, is 346 yards. There are eight viaducts of a total length of

987 yards. The two largest are 168 yards long, and respectively 163 feet and 160 feet above the foundations.” The following table presented a comparison between the Bhoze Ghaut and the Giovi and Sommering Inclines.

Name of Incline.	Length.		Total ascent.	Average gradient.	Maximum gradient.	Sharpest curves.	Total length of tunneling.
	Miles.	Feet.					
Giovi Incline . . .	6	889	1 in 36	1 in 29	20 chains radius	255	
Sommering Incline, ascent from Payer Bank to Sommering	13½	1,325	1 in 47	1 in 40	30 curves of 10 chains radius and 83 curves of 14 chains radius	266	
Descent from Sommering to Muz-zuschlay	8½	705	1 in 50	1 in 50			
Bhoze Ghaut Incline	15½	1,831	1 in 48	1 in 37	1 of 15 and 2 of 20 chains radius	144	

This was a railway that had cost £40,000, and there were others over hilly countries constructed at a similar cost, to which he might have referred, but as he had no doubt that members were aware of the facts, he should not allude to them. But for this Colony to have introduced railways that would have entailed such an enormous amount of expenditure would have been absurd. It was necessary that they should enter upon the construction of railways with a gauge that was economical, and with engines and rails that were light. With such a railway as the Government proposed to construct, they would be able to go round a radius of five chains, and it would be perfectly sufficient to meet all, and more than all the requirements of the Colony. In order to show members that the narrow gauge railways were capable of ascending steep gradients, and going round sharp curves, he would refer to the opening of a narrow gauge in North Wales. (The hon. member proceeded to quote as follows):—“The Festiniog Railway in North Wales, a line fourteen miles long, with a uniform inclination of one in eighty, and a gauge of only two feet, was opened recently for traffic with locomotive power. The engines, which only weigh five tons, are the smallest ever made for railway traffic. They are beautiful low-built, compact, four-wheeled, coupled tank engines, with cylinders eight inches in diameter, and wheels two feet in diameter. At the opening of the Festiniog Railway, each engine conveyed a train of about thirty tons weight up the line, and round curves of one hundred and thirty feet radius (less than two chains) at a speed of thirteen miles per hour, with perfect ease.” He simply mentioned that case to show that, with the narrow gauge of only two feet, a train can go round a curve of less than two chains, with engines drawing thirty tons weight, at a rate of no less than thirteen miles an hour. Since the period at which the battle of the gauges took place, between Brunel and Stephenson, what was then regarded as nothing better

than a craft, had become one of the most important sciences of the day, and to none of the physical sciences were so many improvements and inventions to be attributed, as to that of engineering, and to no department of engineering could that tribute be so fully given, as to that connected with railways. And, again, he might say, that in no branch of railway engineering had these improvements been manifested to a greater extent than in the display of ability to adopt the railway gauge to the curves on which it must traverse. The improvements he alluded to, tended towards the adoption of the narrow gauge, especially where steep gradients were involved. The Government were inclined to introduce a measure to Parliament for economical railways, involving not only light rails, and a light permanent way, but light engines and light carriages. The reasons for adopting this system were two. The first was, the necessity for the adoption of a narrow gauge to ascend the Main Range; and the second, that safety by the proposed plan would always be dependent upon speed; and the information they had always received was, that travelling by the proposed gauge would be always safe at twenty miles an hour. Under these circumstances, the Government had taken advantage of the appearance in the Colony of a professional gentleman, who had accidentally happened to visit them, and whose advice had been anxiously sought. (Hear, hear, and laughter.) An honorable gentleman said "hear, hear." He (Mr. Macalister) was not aware to what that gentleman alluded. Mr. Fitzgibbon had been sufficiently brought before the House as a gentleman, and an engineer, on a previous occasion, and no charge whatever had been brought against him that he (Mr. Macalister) was aware of. He believed that the highest compliment that could be paid Mr. Fitzgibbon, was to refer to the admirable way in which his estimates had been carried out. That gentleman's report had been in the hands of members before; and the reasons given in that report in favor of the three feet six inches gauge were actually the reasons which operated in the minds of the Government in reference to the proposed railway. As he had just now stated, and as the authorities quoted, when the Railway Bill was under discussion, showed, there was a great desirability to introduce a much lighter sort of engines than those now in use. The House had passed a Railway Bill, but he admitted it was not without considerable opposition. The presiding genius of the Opposition in another place had thought fit to call evidence in reference to the matter. It was not his (Mr. Macalister's) intention to wade through the whole of this; but as it had been referred to, he intended to allude to two or three answers to questions given on that occasion. On that occasion, which showed the folly and absurdity of a man endeavoring to act as counsel in his own case, the member of the

Opposition to whom he had alluded, instead of rearing the fabric he had in view, had only brought confusion and dismay on the party he represented. The evidence he was about to refer to was given by two professional gentlemen—Messrs. Fitzgibbon and Plews. He would first refer to the evidence of Mr. Fitzgibbon, taken at the bar of the Legislative Council, on the 26th August, 1863. Commencing with the 22nd question put to that gentleman, the evidence he wished to quote would be found as follows:—

"22. You consider from the great expenditure that would be incurred with a 4 feet 8½ inches gauge, that a 3 feet 6 inches gauge is all that this Colony requires, and that this would give us a speed of at least twenty miles an hour? Yes,—if the Colony will be satisfied with a speed of twenty miles an hour, and rolling stock obtained sufficient for a moderate amount of traffic, I think it would be simply throwing money away to have a 4 feet 8½ inches gauge,—it would be employing an elephant to do a horse's work."

"23. Do you think that with a 3 feet 6 inches gauge, and a speed of twenty miles an hour, there would be less danger than with a 4 feet 8½ inches gauge, and a speed of forty miles an hour? I would rather travel on the 3 feet 6 inches gauge at twenty miles an hour, than on the 4 feet 8½ inches at the speed you mention."

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"26. You give it as your opinion, that under these conditions, the 3 feet 6 inches gauge would be perfectly safe for passenger traffic? Yes."

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"48. *By the Hon. St. G. E. Gore:* Are you aware—of course, you are—that locomotives were much lighter about 1839 and 1840 than they are now?—that, in fact, they were something like what you now propose?—And do you not think that they might now be reduced, with all the advantages of modern improvements, to something like what they were many years ago? Yes, I do."

"49. Were they not very much smaller? Yes, very much smaller."

"50. What is the reason of the preposterous increase of size? In consequence of the increase of speed and the increase of traffic. The rate of speed on railways in England has increased from 25 up to 50 and 60 miles an hour. On the London and North Western Railway the original engines were not more than nine tons in weight: the original 'Rocket' was not more than six tons in weight. The large engines made by Mr. McConnell—his express passenger engines—are 33 tons. Such engines are running regularly from London to Liverpool."

"51. My impression was that they were not very high above the platform, but on the New South Wales lines they are several feet above the platform? That is so. They have got up to several feet above the platform; and now engineers find the wear and tear so enormous, that they are obliged to take up the rails very often—every six months, in some cases—and replace them with new ones. The consequence is, now, that they are receding from those heavy engines, and returning again to the lighter ones."

"52. The engines which you propose for the narrow gauge are very much like those that were

in use '39 and '40? Yes; but with all the modern improvements of construction."

"53. And they would be able, if desirable, to go at 30 or 40 miles an hour? I have not the slightest hesitation in saying that I should go, with one of those engines, from Toowoomba to Dalby in two hours—50 miles."

* * * * *
 "55. *By the Hon. J. J. Galloway*: Then you assert that, from your own practical experience? I assert this, that to run trains on a 4 feet 8½ inches gauge at the speed usual in England, it would be unsafe to have curves of less than 10 chains radius. I should not like to run 40 miles an hour on such curves. While, at the same time, I say that, at the speed at which I propose to run on the smaller curves, on the narrow gauge, travelling will be as safe as on the 4 feet 8½ inches gauge, at the speed usual in England."

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 "147. *By the Hon. W. Hobbs*: I wish to ask Mr. Fitzgibbon a few questions with regard to the gauge. Which gauge do you consider best adapted for this Colony? 3 feet 6 inches."

"148. Don't you think it would be desirable to have what is called a "standard gauge?" I do, sir,—and that standard should be 3 feet 6 inches, in my opinion, for this Colony."

"149. The proposed railway to Dalby is likely to be what is called a main trunk line? I think it will be."

"150. Would you recommend the Colony to adopt the 3 feet 6 inches gauge for the main lines of the Colony? Yes, I do, decidedly; and I am quite sure it will answer all its requirements for the next hundred years."

* * * * *
 "193. What speed do you consider safe, on a 3 feet 6 inches gauge, for an engine going round a curve of 5 chains radius? Ten miles an hour."

"194. Then you do not contemplate going at a greater speed on those curves of 5 chains radius? No. They only occur on the incline. On other parts of the line I do not intend to have less than 10 chain curves."

"195. I thought you told the House a short time ago that you could go at fifteen or twenty miles an hour round a curve of 5 chains? No; I think not. I said ten miles an hour, and twenty miles on the other parts."

"196. For the safe conveyance of passengers, do you think, as a general rule, a carriage on an axle of 3 feet 6 inches, would be as safe as one on an axle of 4 feet 8½ inches? It depends on the speed altogether, as I said before. Safety is altogether a question of speed. You can easily see, if you go one mile an hour on a 3 feet 6 inches gauge, that there is no danger."

"197. But going fifteen miles an hour? At ten miles an hour, on 5 chain curves, there is no danger; nor is there going twenty miles an hour on curves of 10 chains radius."

"198. What is the radius used at home? On what gauge?"

"199. 4 feet 8½ inches? Never less than 20 chains on the main line; 10 chain curves coming into stations; and 5 chains, sometimes, in stations."

"200. Are you aware that in this Colony a contractor could get no rolling stock of the gauge you speak of—3 feet 6 inches? There would be no difficulty at all."

"201. Where would he get it? In England."

"202. Then he would have to send to England? He would, whether for 4 feet 8½ inches, or 3 feet 6 inches, I think."

* * * * *
 "206. In this report, Mr. Fitzgibbon, you estimate the cost of constructing the line up the Main Range at £150,000; is that your estimate? Yes, sir."

"207. Are you really of opinion that it can be done for the money? Yes."

"208. You are not sure it would not cost double? I would not put it down there if I thought so."

He would next quote from the evidence of Mr. Henry Taylor Plews, who was examined at the bar of the Council on the same day as the preceding witness. He would call the attention of honorable members to the following questions and answers, as reported in Mr. Plews' examination:—

"4. Where did you study your profession? In the North of England, as an articled pupil to Mr. Joseph Stephenson, who was resident engineer of the York, Newcastle, and Berwick Railway. This railway has since changed its name to the North-Eastern, one of the most extensive lines in England, with a capital of twenty-six millions—of this railway Robert Stephenson was Engineer-in-Chief. This was in 1845, and during my apprenticeship with Mr. Stephenson, I had the surveying and laying out of many lines—the Thirsk and Malton, the Borough Bridge Branch, the Bedale Branch, and the Richmond Branch—and also, of several other short lines. After leaving him, I served a further apprenticeship of three years and a-half with Mr. Thomas Emmerson Forster, of Newcastle-on-Tyne, an engineer of considerable eminence in the North of England, who had at that time the management of twenty-four large collieries, all of them with lines of railway attached, for the purpose of mineral traffic, and some also for passengers. He gave me then the management of a large colliery in the county of Durham. In 1853 I received the appointment of manager to a large wealthy company—the Australasian Coal Mining Company. I consequently proceeded to New South Wales to examine and report upon the mineral properties held conditionally by that company, and also to survey and lay out the Hunter River Railway, from Newcastle to Maitland. I may also state that I had instructions from the Peninsular and Oriental Company to examine, on my voyage, the minerals and coals at Singapore, and report upon them. On my arrival in New South Wales, I found that a private company had been got up to construct the Hunter River Railway, and I consequently did not survey it; but I was instructed to advise in laying out that line. I examined the mineral properties, but was obliged to report that the project was undesirable, and the company did not go on with it. The Scottish Australian Investment Company immediately engaged me as mining engineer, to report on the mineral properties which they bought, under my advice. I was afterwards appointed consulting engineer to the Australian Agricultural Company, and in that capacity made drawings for machinery, which they got out on my advice, and which is now in use, and laid out, and made a branch line or two

to their collieries at Newcastle. I then went to New Caledonia, to report on the minerals of that colony, so far as it was settled. After that I returned to England, and had the management of coal and iron mines in the Forest of Dean. For three years I was travelling about England, and on the Continent, and examining the railways; I returned to the colonies eighteen months ago, and accepted the appointment I now hold."

* * * * *

"27. With regard to the ascent of the Main Range, what opinion have you formed of it generally, as a route for a railway, with regard to its practicability? It is not at all impracticable with steep gradients."

"28. But steep gradients are not always safe gradients? They, of course, require particular care in the working of them; but there are many steep gradients throughout the world which are worked with perfect safety, if worked with care."

"29. What would be your opinion of a gradient of 1 in 50 for fifteen miles, without any break? I do not think such a thing would answer; but I don't think it is intended to do anything of the sort. Certain portions of that fifteen miles would be made level to counteract the velocity of a body coming down so steep a gradient, and to take off from its acquired speed."

"30. But in ascending a range of 1,500 feet above the level of the sea, there would be scarcely any opportunity for such an arrangement? Yes; there are some of the railways in America with an ascent of higher ranges than this, and which have a gradient on them of 1 in 18. They do away with curves, and run the line zig-zag, having at every angle a level portion, where the train is shunted on to the next. The increased velocities are thus counteracted, and the train then comes down the next portion. This may be termed a ladder of steps."

"31. Are the railways you speak of calculated to carry passengers over these steep gradients? Yes. If I may be allowed to observe—I came down from Rockhampton, without any idea that I should be examined, and I only heard of my being required for examination at a late hour last night, so that I have no notes or data by me, with the exception of this book [*producing a manuscript note-book*], from which I could give you a note of some few of the steepest gradients which are now being worked. On the Manchester and Oldham, there is an incline of 1 in 27, worked by tank engines, with four coupled wheels, and weighing, when loaded, 27 tons; it takes up nine waggons, equal to 50 tons, at 16 miles per hour. On the Virginia Central Railway, over the Blue Ridge, in America, there is an incline of 1 in 18, which is worked by a tank engine, with six coupled wheels, and weighing 24½ tons; this takes up 38 tons, at the rate of 7½ miles an hour. On the Baltimore and Ohio Railway, there was a temporary incline of 1 in 10, worked by an engine with 8 coupled wheels, weighing 25 tons, and with the tender, 37 tons. It took up 1 eight-wheeled loaded wagon, weighing 13 tons, at the rate of 10 miles an hour."

"32. Do you think it would be safe for a railway carriage to come down a steep gradient, on a 3 feet 6 inches gauge, at the rate of 10 miles an hour? Yes."

* * * * *

"153. *By the Hon. D. F. Roberts*: Do I understand you to say that on a railway of 3 feet 6 inches gauge it would be safe to go 10 miles an hour? Oh, yes, perfectly safe—perfectly safe, 10 miles an hour."

"154. It would be perfectly safe, that is, on a curve? Provided, as I said before, that the centre of gravity of each carriage and its load is kept as low as possible, and the way is in good order."

"155. And a very much increased rate of speed on the straight line? Yes, 20 miles an hour with safety."

* * * * *

"174. *By the Hon. The President*: I presume the great engineering difficulty of constructing a very narrow railway is to provide that it shall carry carriages sufficiently convenient for passenger traffic and goods traffic? Exactly.

"175. But under the improvements of late years in engineering science, in reference to railways, you think such an attempt will not now be imprudent? No; whatever way—"

"176. You think it will succeed in overcoming the difficulty of providing safety to passengers, and proper carriages for a goods traffic, with a narrow gauge of 3 feet 6 inches? Certainly. As I said, there will be no danger whatever, so long as the way is kept in good order—the centre of gravity of the carriages, with the load, kept low—and the speed on the straight line 20 miles an hour, and on curves, 10 miles."

"178. I put this question for the Honorable Mr. Bramston: Whether trains travelling on a 3 feet 3 inches gauge, at 20 miles an hour, are equally safe with trains travelling on a 4 feet 8½ inches gauge, at 25 miles an hour? I say you do it with perfect safety, in the first instance, and therefore it must be equally safe with the others."

"179. You can travel with perfect safety at 20 miles an hour on the narrow gauge? I think so."

(After alluding to a certain narrow gauge line in India, and contending that the question of safety was dependent upon the question of speed, the honorable member proceeded to refer to the traffic which had to be met.) The Government had consulted with J. E. Wilson, C.E. to the Secretary to the Indian Government, whose opinion, as embodied in the printed correspondence laid upon the table of the House, he would read. (The opinion, as read, was in favor of light railways in countries where the traffic was in its infancy.) The Engineer-in-Chief at Bombay had also been consulted. (Extracts from the printed correspondence were read by the honorable member.) He maintained that these authorities proved that the gauge adopted would be for years to come adequate to the requirements of the traffic. He entirely denied the truth of the insinuations cast against Sir Charles Fox; that gentleman had been consulting engineer for the following railways, viz., the Cape Town and Winburgh, and the London and Dover. He had likewise been chief engineer for the London and Brighton, and Whitney lines. He was also engineer for the West London Docks (and other works mentioned). A copy of the report of Mr. Fitzgibbon's report had been forwarded to Sir Charles Fox. (The honorable

member here quoted from the printed correspondence, the opinions of Sir Charles Fox, and Mr. Berkley, member of the Institute of Civil Engineers, in favor of Mr. Fitzgibbon's report generally.) He would next refer to the executive action taken by the Government in other matters. Their first step was to take measures to obtain surveys, plans, and specifications, &c. He argued that if they had called for tenders, they might have had many applicants, but the Government could have no guarantee for the capabilities of such applicants. He concluded, therefore, that the Government were right in selecting a person in whom they had confidence, and whose fame and fortune would be involved in the success of the undertaking. With these views, they had engaged Mr. Fitzgibbon. He (Mr. Macalister) when in Sydney, had endeavored to gain some information from the head of the railway department, as to the cost there incurred in surveying lines of railway; but, although, on every point in connection with other matters, the New South Wales Government afforded him every information, on this point they were reticent. He had obtained, however, some Victorian statistics on this head. The preliminary surveys in that Colony, he might mention, cost £55,444. The survey for the Williamstown branch line, cost £480 per mile; for the Melbourne and Murray River, £1,355 per mile; and the Geelong and Ballarat, £1,555 per mile. The terms of Mr. Fitzgibbon's contract for surveys were as follows:—"Ipswich to foot of Main Range, eighty miles, £54 per mile; the incline, without reference to mileage, £3,000; Toowoomba to Dalby, £70 per mile; Toowoomba to Warwick, £70 per mile. *Engineering Superintendence*.—Ipswich to Toowoomba, £320 per mile; Toowoomba to Dalby, £280 per mile; Toowoomba to Warwick, £280 per mile." The honorable member proceeded to explain that this included all expenses, payment of draftsmen, &c., and the competency of persons engaged had to be approved of by the Government. The contract could also be broken off if the Parliament did not sanction the scheme, or the Government were dissatisfied with the work. (The honorable member then proceeded to point out the circumstances under which Sir Charles Fox had been employed to furnish engines and plant. The employment of middlemen in the shape of mercantile firms who did not specially understand this branch of business, having resulted in the other colonies, very often in the purchase of inferior plant at a larger expense, including the commission that was necessary.) He treated with contempt the false charges which had been published against him in connection with this matter, and had taken now the first legitimate opportunity which offered, to lay the whole of the circumstances before the House and the country. It had been intimated to him by several honorable

members, that they would desire to have some account placed before them of the connection with Queensland of the eminent firm who were now carrying out our railway. He would put an account of that connection before the House in a very few words. One object the Government had in view, when he visited New South Wales, was, if possible, to ascertain what contractors in that Colony, so far as the Government could tell, were likely to offer for Queensland contracts, and what likelihood there was of those parties being able to carry out the contracts. And when he applied to the head of the railway department, he was told that if the Government of Queensland were not bound down by resolution of Parliament to accept the lowest tender, the interest of the Colony would be very much served, and that it would be to the interest of the country that the contract should be carried out within the proper time, as would be the case if it were given to Peto, Brassey, and Betts. The agent of that firm, Mr. Wilcox, waited upon him (the Minister for Lands and Works), and he (Mr. Macalister) told him that the Government had called for tenders, but that they would receive one from the firm he represented. Mr. Wilcox said, that even in New South Wales his firm had never been in the practice of sending in tenders; that they made offers to do the work, and they were either accepted or rejected. He stated that he would go to Queensland and see the country over which the line was to pass, and make an offer;—if the tenders were found lower than his offer, then the Government could destroy the offer; if the tenders were objected to, then the offer was binding. A more fair—a more honorable offer, to contract on the part of a firm could not be conceived. When the tenders were opened they were found to be as follows:—Mr. Higgins—and he must mention that this gentleman, of all the tenderers, was the only one who really appeared before the Government with anything like a recommendation from the Ministers of another Colony—that gentleman's tender for the line to Little Liverpool was £113,731 10s. 2d. The next tender was from Mr. Broomfield, £103,633. The next was from Mr. Bourne, who, he (the Minister for Lands and Works) believed, was the contractor for the Town Hall, and the amount of his tender was £90,015. Then there was the tender of Mr. Martindale for £87,707. When the Board of Works informed him of the amount of the lowest tender, and, as he had only a few days before received the offer of Peto, Brassey, and Betts, and knew what that offer was, he laid it before the board, and it was accepted. The amount was £86,900. Two honorable members of the House, who sat on the Opposition benches, and who were decidedly opposed to the railway, and one of whom had that evening denounced the Government for having entrusted the work to the contractors,

happened to be the sureties for one of the tenderers. (Cries of "Name.") Mr. Brookes and Mr. Edmondstone. (Laughter, and "Hear, hear;" and Mr. Edmondstone: "I did not denounce the Government.") He did not say that honorable member had. He had thus as concisely as he possibly could, put the House in possession of the whole of the proceedings of the Government with reference to this railway since Parliament last met. The Government were not ungrateful for the confidence which the House displayed in the last session in committing the work to their care; but he thought it must be admitted on all hands that the confidence placed in the Government had not been abused. What might be the line intended to be taken by the Opposition it was not, perhaps, for him to say. But he thought that there could be no difficulty, from what the House had already seen, in surmising what the opposition was likely to be; and the utmost that could be said of it was that the object of the Opposition was, delay. The question for honorable members to consider was, the prolongation of the line of railway; and, if they were of opinion that the line should be "prolongated," he hoped that they would vote for the resolution before the House and give the Government authority to carry it out to Dalby. As he said before, one great object was to ascend the Main Range, and having ascended that, the country had a right to expect that the Government should afford it the proof that the railway was a great success. They should show that by a prolongation of the line they would assist the western districts of the Colony in getting their produce to market. It was not to be denied, too, that after they got across the Main Range, they got into the country of cheap railways. Over the country, between Toowoomba and Dalby, the cost of the line would be little over half what it was on the line to Toowoomba. There must be a considerable quantity of plant bought to carry the railway to Toowoomba that would be of service on the Dalby line. Those were considerations which he trusted honorable members would bear in mind. But there were others. It was a matter known to honorable members, that no part of this Colony was more destitute of roads—no portion of this Colony was more disconnected from the interests of Queensland—than the western districts. The districts of Maranoa and of Warrego were distant from Dalby six hundred miles; and those districts, with the exception of patches here and there, had been applied for; and he had been told that for three hundred miles north and south on our western boundary line, we had no communication with the settlers—that beyond the reception of their license fees annually, we had no connection with them—that their whole traffic and trade was with New South Wales or South Australia—and that they

were forced to purchase produce there at a cost equal to that for which it could be purchased at Dalby. Those circumstances were attributable to the fact that there were no means of communicating with those districts. He trusted that whatever might be the course of honorable members on the other side, the House would, by supporting the resolution which he intended to move, afford to the country the guarantee that their desire for railway accommodation was a reality. He concluded by moving the following amended resolution:—"That this House approves of the plans, sections, and book of reference (now submitted to the inspection of honorable members, and on the table of this House), of an extension of the railway, already authorised to Little Liverpool, from that place to Dalby *vid* Toowoomba."

MR. MACKENZIE said he must again call the attention of the Government to the impropriety of bringing the question before the House at this time. The Treasurer had not made his financial statement; and the passing of the resolution would commit the country to a very large expense. Honorable members had just got some information which they had been expecting for some time, and they wanted time to master it. He, therefore, moved that the debate be now adjourned. In doing so, he would say that he was as much in favor of railway communication as any member of the House. When the question was first brought forward he stated that to be the case, and when the Bill was before them he stated his objection to it was that it did not embody a railway scheme generally applicable to the Colony. He would give the House a short sketch of the manner in which the proposed scheme was introduced. At the time Mr. Fitzgibbon first made his appearance in Queensland, he placed before the Government an estimate of a light railway from Ipswich to Toowoomba, which was to cost £4,000 per mile. After a little more consideration had been given to the subject, he gave in another estimate for a line of railway which was to cost a great deal more. Mr. Fitzgibbon came to the Colony with the reputation of having constructed a model railway in New Zealand, but little or nothing was known of his antecedents; and from what he (Mr. Mackenzie) had heard in reference to railways of this character, he was convinced that the House would fall into a great mistake in assenting to the proposition. No one would be better pleased than himself if it proved a success; but his opinion was unaltered, that for a young colony it was a dangerous experiment. Mr. Fitzgibbon, it turned out, did construct a railway, or rather a tramway, in New Zealand, for conveying water and firewood up and down some mountain. After that he appeared in New South Wales, where he made an application to the Government of that colony for the construction of a light railway, and referred

to some gentlemen in England, of whom Sir Charles Fox was one, who would supply the materials. The House had been made to believe that Mr. Fitzgibbon was the sole engineer who constructed the railway in New Zealand; but the real constructor of that railway was Mr. Doyne, who was a well-known engineer, and who stood at the head of his profession. That gentleman addressed a letter to the Melbourne *Argus*, and spoke in very high terms of the manner in which Mr. Fitzgibbon had constructed the railway under his direction. The writer then mentioned that Mr. Fitzgibbon had undertaken to construct a light railway in this Colony; and at the end of the letter he expressed himself, in very decided terms, against any railways of a similar character. How then could the Government pretend to assert that Mr. Fitzgibbon was the only engineer for the New Zealand railway. The Secretary for Lands and Works wished to make it appear that there was no difference of opinion on the subject of light railways, and quoted one or two opinions in support of his assertion. But he (Mr. Mackenzie) had also obtained opinions on the subject, and had been informed by engineers whose experience was worth having, that the proposed scheme was likely to prove a gigantic blunder; that it was a mere experiment, and that when they had arrived at the end of the line they would have to go back and reconstruct the first portion of it, and that it would entail a very heavy expenditure to keep it in order. A good deal, too, had been said about the railways in New South Wales, and the cost at which they had been constructed. They were costly because they were merely a series of experiments. But these experiments had resulted in discovering what was the most suitable description of railway. Was the experience gained by that Colony to be totally disregarded, that we might strike out an entirely new line of our own? Looking to the correspondence on the subject of Indian railways, he could see nothing which tended to alter his opinion. The narrow gauge had only been adopted in that country for a subsidiary line, and who was to know what traffic there might be upon that line? Besides which, it was only in course of construction; it had not been completed, and therefore could only be regarded in the light of an experiment. The only narrow gauge railway in actual working order in India was a four feet gauge, while the gauge proposed for Queensland was three feet six inches, and six inches made a great deal of difference. He wished to show the House that the letters received from the different engineers went to show that railways of this character in other parts of the world were merely experiments which had not yet been tested.

THE SECRETARY FOR LANDS AND WORKS: What do you say to the lines in Norway and Sweden?

MR. MACKENZIE: The Secretary for Lands and Works does not say whether those lines are constructed for passenger traffic.

THE COLONIAL SECRETARY: Will the honorable member allow me to ask him what difference it makes whether a railway is constructed for passenger or goods traffic? The chances of overturning must be the same in either case.

MR. MACKENZIE: The gauge of the lines used for passenger traffic were limited to four feet six inches. The three feet six inches gauge railway might be very good for bringing down firewood from a mountain, but passengers would never trust their lives to it. In the railway opened by Mr. Fitzgibbon, he was credibly informed, the passengers were upset. Then, with reference to the arrangements made for the construction of the railway proposed for this Colony, nothing could be more absurd than the arrangement made with the Engineer-in-Chief. It was, he repeated, absurd for one man to hold at the same time, the offices of Engineer-in-Chief, Commissioner of Railways, and Railway Contractor. The Commissioner of Railways in the other colonies, was an officer appointed to look after the railways, and the Engineer-in-Chief as well. He received a high salary, and his duty was to see that the lines were properly surveyed. Who was to inform the House that the line now projected had been properly surveyed? He (Mr. Mackenzie) affirmed that the Government were acting upon a wrong principle altogether. The Secretary of Lands and Works had informed the House, that when Mr. Fitzgibbon's tender was laid before the Government, it was submitted to an engineer also in the Government service, for his approval.

THE SECRETARY FOR LANDS AND WORKS: It was Mr. Brookes, who was not a Government Engineer, but one of the witnesses against the Bill.

MR. MACKENZIE: With regard to the proposal to construct railways to the north, the Government now said "If you do not assent to this railway, you are inconsistent." But when the proposal was first made, they scouted the idea of constructing a railway to the north, until the other was completed. They said, "where are you to take it to?—where are you to commence?" The Government, he maintained, had been inconsistent; they had found it necessary to retrace their steps, and to get the assistance and support of honorable members from the north, who had seats in that House. As he had before stated, no one would be more pleased than himself to find the railway a success; but he must look upon it in the light of a dangerous experiment, for which the country was called upon to pay an enormous sum of money. Unfortunately, the Secretary for Lands and Works was too ready to lay hold of any new scheme, and take it up at once, without due and

careful consideration. He (Mr. Mackenzie) moved that the debate be adjourned, for he did not consider that sufficient information had been laid before the House, to enable honorable members to test the question upon its real merits.

MR. BLAKENEY: Mr. Speaker, I am sorry to find that, notwithstanding what has fallen from honorable members on this side of the House, the Government are resolved to press these resolutions upon us. They have counted their hosts, and, aware of their strength, are determined to carry them through. They may do so, but I believe the resolutions will recoil upon them. This, sir, is not a proper way to carry on the business of the country. The question before the House is, without exception, the most vital one which can be brought forward during the session, and, although Parliament has nominally been assembled for two or three weeks, there has been actually only one week of real business. Why then such indecent haste? Has the Secretary for Lands and Works, in the long essay in which he has endeavored to make out his case, given any reason for such unnecessary expedition? Has he afforded any proof that the interests of the Colony require it? Honorable members are all aware, from Mr. Fitzgibbon's report, that there is no necessity for this pressure. There is no occasion to bring forward this motion until after the Colonial Treasurer has made his financial statement. Such a thing was never heard of in the other colonies, especially when a loan amounting to nearly a million of money was concerned. I think, sir, the Government have shown exceedingly bad taste in not admitting the propriety of affording honorable members the customary information as to the financial position of the country before they ask them to pledge themselves to such a costly undertaking. It is a mere chance whether it will turn out well or not. The Secretary for Lands and Works has spoken of the Norway and Sweden railways, but he did not reply, or, if he did, it was *sub voce*, to the question put by the honorable member for the Burnett, as to whether those lines were used for the conveyance of passengers or goods. That was rather a dangerous question. The fact is, sir, they were used for bringing down coal from the mountains, wood, and ore for smelting. It has yet to be proved that the 3 feet 6 inches gauge railway can be adapted to passenger traffic. In the Imperial Statutes of 1846, 9 and 10 Victoria, chapter 57, it is enacted "That after the passing of this Act it shall not be lawful, except as hereinafter mentioned, to construct any railway for the conveyance of passengers of any gauge less than 4 feet 8 in Great Britain, and 5 feet 3 inches in Ireland, &c." Does the honorable Secretary for Lands and Works mean to assert that this House has been put in possession of any reliable opinions from eminent engineers which are sufficient to satisfy them that this toy railway will be

successful. We have been favored with some short extracts from newspapers, for I will not descend to the expression used by the honorable member, and designate them as "dirty rags," or a "ribald press." Nor will I call the "Thunderer of Ipswich," which supports the honorable member, a "ribald rag," though it will, perhaps, make me the subject of an attack, for presuming to express my opinion upon engineering matters; but I will leave it to the House to decide, whether a gentleman who has been for many years counsel for the railways in Ireland, is not competent to offer an opinion on the question before the House. I would strongly urge upon honorable members the danger of pledging themselves to a scheme of which they know so little. It is, I repeat, a serious question, involving the outlay of a large sum of money, which is attempted to be forced upon the Colony by the members for Ipswich, and the members for the Downs, against the members for the North, and the representatives of the metropolitan constituencies. His Excellency the Governor, in his opening speech, admitted that the northern districts were not properly represented, which is another reason why this question should not be forced upon the House at the present time. We were to have had a Reform Bill, but the census disclosed a state of things which did not suit the members for Ipswich. "While we have the numbers on our side," said they, "let us lay hold of the money, and when the new members are appointed to the northern districts they will be too late." We are to have some high-bred measure of electoral reform laid before the House in a few days, but there is to be no recast of the country constituencies. The tell-tale tables of the census forbid that. "Forbid it" cries Ipswich; "Forbid it" cries the Downs. Instead of that we are to have some little abortive measure to provide four or five,—we can scarcely expect as many as six—members for the North. Six members might, however, have had some weight in deciding the issue of so important a question as the expenditure of a million of money for the construction of a railway from Ipswich to Little Liverpool *via* Dalby—a railway which cannot be called a permanent way, at least as far as the passengers are concerned, for their necks will probably be broken by it. The honorable the Colonial Secretary has asked, where is the difference between carrying passengers and carrying goods? There appears to me to be a considerable difference. If a bale of wool were upset there would be no great harm done, but if a passenger carriage were capsized the consequences might be serious. Comments have been made upon the opinion which I expressed of Sir Charles Fox. Now, sir, I should be sorry to speak disparagingly of any one, unless I had facts to bear me out. I have in my hand one of the blue books of Victoria, and looking over the evidence of one of the select

committees of the Legislative Assembly, I find one of the questions which is material to the point at issue. And as I have been accused of libelling Sir Charles Fox, I cannot allow this opportunity to pass without making an observation upon the enormous lines of railway of which the Secretary for Lands Works would have us to believe that gentleman was the engineer. He has informed us that Sir Charles Fox was the engineer for the Cape Town Railway, and then that he was the engineer for the Winburgh Railway. Now, sir, what are the facts of the case?—why, that these two railways are in reality one short line from Cape Town, the extreme length of which is only ten miles. The question I have referred to, from the evidence taken before a select committee of the Victorian Legislature in 1857, is as follows—I quote from the evidence of Mr. M. B. Jackson:—

“Question No. 1487: The result of your evidence as to that plan of construction amounts to this, that with the colonial contractors, supposing them to be well and properly paid, you could only carry on railways according to the labor available for the purpose; but with English contractors they might take contracts on a larger scale, and complete the work in a shorter time? I think so. There are two other points of view in which I would put it: supposing a commercial crisis occurs here in the next eighteen months or two years (and such a thing might occur), if you are depending upon colonial contractors the probability is that there would be a stoppage of the works; but if depending upon the English contractors, they would carry on the work independent of any crisis.”

The next question—

“No. 1488. *By the Chairman*: Have they done that with the Canadian line? That is not a case in point at all, because they had broken down two or three times when I left home, and I have known them to be unable to pay their wages. They never were English contractors; the utmost that they ever did in England was, if Mr. Brassey, or Messrs. Peto and Betts, or Messrs. Grizell, were about to tender for 50 miles of line, they would send to Fox and Henderson, and say, ‘Now, there are three or four iron bridges, and all the station roofs, you assist us to make out the tender and say what you will furnish the turntables, put up the station-roofs, supply the tanks, and put up so many iron bridges for, and we will base our estimates accordingly.’ That was the position of Fox and Henderson in contracting in England,” &c., &c.

Yes, that was their position in England, and it appears that I have been guilty of a very unparliamentary liberty in stating that Sir Charles Fox was nothing more than the great engineer of these great works. He was, I believe, very useful to the late lamented Prince Consort in the erection of the Crystal Palace, and that, I believe, was the foundation of the fame which this gentleman has obtained. But in connection with railway works there has been no evidence before the House in proof of his

efficiency. Why was it that the Government did not consult the engineer under whom Mr. Fitzgibbon acted, in the construction of the Dun Mountain Railway? That gentleman’s opinion, it seems, is rather adverse to these kinds of railways. Why have they not consulted some engineers in Melbourne or New South Wales? The Secretary for Lands and Works says, that he was sometime in New South Wales, and he informs us,—and it is very much to his credit,—that he took several trips in the different lines of railway there, examined the gauges, and chatted with the people connected with the lines; and we may rest assured, that if he had found any one of those gentlemen in favor of the three feet six inches gauge, he would not have failed to trumpet forth the fact. But of all the engineers in Melbourne, New South Wales, and elsewhere, not a single man can be brought forward to support it. The Secretary for Lands and Works went down on purpose to make these enquiries, and if he could not find a single engineer, even of a second-rate character, to indorse his opinion, we may take the fact as a strong argument against this undertaking. Now, the evidence in reference to this gauge and these curves is very important. One of the witnesses, Mr. W. A. Zeal, in reply to question No. 945:—

“What do those heavy gradients necessitate?” *replies*—“A very heavy class of rolling stock, perhaps heavier than are to be found in England, with the exception of the leading companies; I only know of one line that bears any analogy to the colonial lines; that is the South Devon line, between Exeter and Plymouth, where the gradients were originally laid out by Mr. Brunel upon the atmospheric system; but that was obliged to be abandoned, and they now work it by locomotive power.”

“946. With what weight of engine? From 35 to 40 tons.”

“947. What are your gradients? They vary from 1 in 54 to 1 in 63.”

“948. Do you remember the length of those gradients? About three miles on either side.”

“949. Do you remember the speed at which the engines take ordinary passenger trains along that portion of the line? They go up those inclines, as nearly as I can remember, at about fifteen miles an hour, with passenger traffic; for the goods traffic there is a pilot engine at each end of the line, and they assist them up when there is a heavy train.”

In Victoria, the select committee brought witnesses from Sydney and other places. Among others they examined Mr. Randal, the contractor for the Parramatta Railway. There is another question in reference to the construction of the railway from Little Liverpool to Dalby. There is one curve in a tunnel with an incline of 1 in 100. Now, sir, I maintain that a curve of that nature is highly dangerous. I recollect there was a great outcry on the Croydon Railway about an incline of 1 in 100 in a straight line, but here we have the same incline with a radius

of five chains. I will venture to say that there will not be such a dangerous tunnel in the whole world. I do not think, sir, it is unreasonable to ask that this debate shall be adjourned until we have had time to make further enquiries, or even that Mr. Fitzgibbon, or some engineer who approves of this railway, should be examined before the bar of this House. Without the evidence of a single disinterested witness, the opinions of Sir Charles Fox must be received with caution, he being largely interested in having to supply all the materials for the work. Let us have the opinion of an engineer who has no personal interest in the question. The Government pledged themselves to supply us with this information, and they have failed to fulfil their promise. What do the extracts they have furnished us with, amount to? I will venture to say they have applied to Victoria, to Sydney, and even to England, to obtain some support to their scheme, and have been unable to obtain it. I say, they have failed in their promise to furnish us with the opinions of eminent engineers, and therefore, I ask, sir, is it too much that we should require some evidence to be given before the bar of this House, before we undertake to carry out this railway, upon the sole advice, and under the direction of one person, with the proposed narrow gauge, and in the present unrepresented state of the Colony,—to spend nearly a million of money, and to entail that expenditure upon our posterity, because there is a packed majority on the Government side of the House? I shall support the motion, sir, that the debate be adjourned.

MR. DOUGLAS said he was not going to address the House at any considerable length, by telling honorable members opposite his reasons for voting with his honorable friend who moved the adjournment of the debate. He had been disposed, after what had occurred last session, to accept all the evidence which should be addressed in favor of the scheme adopted by the Government; and he thought if the Government had exerted themselves more fully to obtain that evidence they might have been in a better position than they really were. They could not too often dwell upon the fact, that before the close of last session the Government had agreed to ask the opinions of competent professional gentlemen in England on the question at issue. He at that time understood that the matter was to be referred to individuals who could not have the slightest personal interest in it. He had, however, heard nothing of reference having been made to the Institution of Civil Engineers—a course which might very easily have been adopted, when the opinion of the highest possible court of appeal could have been obtained. The real circumstances of the case might have been detailed,—that the country was a new one, and the amount of traffic was not likely to be great for many

years to come, and all other necessary information. There was not the slightest doubt, that had the course he referred to been adopted, they would have obtained the dispassionate opinion of the best men in England. As it was, however, the only authority they possessed for the adoption of the gauge was that of Mr. Fitzgibbon, who certainly was an energetic and enthusiastic man. His energy was manifest, from the manner in which it had been displayed in carrying out the surveys already made. But he was also an enthusiastic man; and any man of an enthusiastic temperament was likely to arrive at conclusions which certainly might, in his opinion, be based upon reasonable grounds, but which he (Mr. Douglas) thought it would be scarcely proper, with a due regard for the future prospects of the Colony, to adopt, unless it could be shown that other opinions had been obtained to prove their correctness. A letter had been written by a gentleman, whose opinion had evidently been given in the most dispassionate manner, and who had been referred to as a man of great mark by the Government, as bearing testimony in corroboration of Mr. Fitzgibbon's idea, in which, among other observations, it was asserted that any half-measures with regard to railway construction were quite a mistake. That was the opinion of Mr. Doyne, a gentleman of high standing in his profession, and one which he (Mr. Douglas) was prepared to accept. In stating that, he meant to cast no reflection upon Mr. Fitzgibbon; he placed Mr. Doyne's opinion in the same rank with the opinion of that gentleman. There was no doubt that the system adopted would prove a success as far as the Little Liverpool; but the critical point was, whether it would be as successful in going up the main range. That was a serious engineering question, upon which he would like to have some other opinions than those already advanced. If the resolution were passed, the Government would be in a position at once to go into the market and advertise for tenders for the whole extent of line. There was no doubt that it would cost a large amount of money, which it would be necessary should be voted by the House; and if the Government could show clearly the grounds upon which they anticipated a sufficient profit from the line, he had little doubt that the House would see no difficulty in voting it. He admitted that the resources of the Colony were large—very large; but still the fact could not be ignored, that upon the proper management of its finances at the present time, the future prosperity of the Colony a great deal depended. If a mistake were made, it might be found necessary to put on fresh taxes,—the screw would have to be applied, and when it was found that emigration was not so rapid as formerly, people from other colonies would cease to make their appearance, and the squatters would begin to cry out. The next

step would probably be to contract a debt of some two or three millions, which would doubtless lead to some scheme of direct taxation. There was every reason to believe that the session would last for two or three months at least, perhaps for four or five, until honorable members began to complain of the heat, and there would, therefore, be plenty of time to consider the number of important questions to be brought before the House in the most deliberate manner. For his part, he thought that if there was so much confidence felt in Mr. Fitzgibbon's plan, enquiry should rather be courted than otherwise, and the presence of competent engineers, who could be examined as to the merits of the case, and who would carry with them some weight, should be obtained. There were at present many eminent engineers in Victoria and New South Wales, who had been engaged in carrying out railway works in those colonies, who were men of high position, and therefore likely to give honest opinions. The honorable Secretary for Lands and Works had laid great stress upon the fact that Mr. Plews had asserted that the projected railway was calculated to carry all the traffic for the next hundred years to come. The honorable gentleman's prescience was certainly most remarkable, if it enabled him to see so far a head.

THE SECRETARY FOR LANDS AND WORKS: I merely quoted Mr. Plew's evidence.

MR. DOUGLAS: Mr. Plews did not really believe that the system proposed to be adopted was either the cheapest or best; and he (Mr. Douglas) believed that gentleman was prepared to stake his professional reputation upon that opinion. There was no doubt that the evidence of Mr. Plews which had been quoted that night had been wrung from him. The argument appeared to be, that the cheaper the railway the better—an argument which, if driven to its conclusion, would justify the adoption of even a narrower gauge than the one proposed. From Mr. Plew's evidence, it also appeared to be necessary that in the ascent levels should be formed at which to pull up at, but from the plans produced it appeared that there was in the whole ascent only one mile of a level. They had heard that night, for the first time, that the amount of the contract taken up to carry the line to Little Liverpool was £86,000; and if properly carried out for that sum, there could be no doubt but that they would be doing well—£4,000 a mile was certainly very moderate. He presumed, however, that that sum did not cover the cost of the permanent way.

THE SECRETARY FOR LANDS AND WORKS: Yes, the sleepers and the laying down, but not the iron rails or bridges.

MR. DOUGLAS: He found it was intended that the bridges should be built in such a manner as to allow for the future adoption of the four feet eight and a-half inches gauge. He could not but regard that fact as other than

showing that the Ministry had no confidence in their own scheme; and he would like to know what it would cost to make the wider gauge up the Main Range, which he believed would have—

THE SECRETARY FOR LANDS AND WORKS: £40,000 per mile.

MR. DOUGLAS: That might be the honorable gentleman's idea of the case; but he (Mr. Douglas) knew very well that the cost of making the railway over the Blue Mountains in New South Wales was nothing like the sum named, and he thought the engineering difficulties there were certainly as great, if not greater. One of the contracts taken, for the most difficult part of that line, was for £12,000 per mile only. He knew, for a fact, that the average cost per mile of the New South Wales railways did not exceed £15,000. Honorable members must admit that in matters such as the one before the House, they must to a certain extent be guided by their own reasoning powers acting upon the best available information. Of course, in matters of detail they were bound to refer to professional engineers—and therefore it was that he wished to have those opinions properly placed before him before he felt able conscientiously to give a decision. They must also recollect, as another argument for delay, that at present the Colony was not half represented. He thought it would be a much better course to adopt, instead of rushing precipitately into the matter, first of all obtain the dispassionate opinion of the country in a proper manner; and allow all parts of the Colony to have an opportunity of assisting to decide upon the question. He should have thought the honorable Secretary for Lands and Works the last person to recognise the principle that honorable members, without satisfying their reason, were to assent to the proposed scheme, upon the mere *ipse dixit* of himself and Mr. Fitzgibbon. There was a very important measure shortly to be brought forward, that for the establishment of provincial councils, and he might say he believed that to be a measure far exceeding in importance the railway question; and he was glad to perceive that the Government desired to endow the councils with such large powers. It would, doubtless, be found necessary to expend a large amount of money throughout the Colony upon railways, for besides the line at present under discussion, it was probable that before very long, a railway from Rockhampton to the Peak Downs would be required, and it was likely that some objections might be made to voting money for increased railway communication, on the ground that it would be taking money out of the pockets of the inhabitants of one part of the Colony, in order to assist the development of the resources of another part. For the reasons he had given, and for many others which might be stated, he thought it was very desirable that further time should be given for the

consideration of the question before the House, and he should, therefore, vote for the adjournment of the debate.

MR. KENNEDY said it behoved him to give some reasons for voting in the manner he intended to do on the question before the House. It was admitted on all hands that the formation of railways was an absolute necessity, and he had advocated them for some time past. He had been thrown out for the district which he at present represented on account of his railway propensities, and since that time he had been returned on them. Last session, before the question was before the House, he had made an amendment which, if carried, would have had the effect of compelling necessary surveys to be made before the outlay of any money. He had been glad to find that many of his hints had been acted upon. It was also very agreeable to see that, sometimes, when men discovered that they were wrong, they were willing to mend; and he could point out several instances in which the Government had done so. He believed that unless the line of railroad were carried out quickly, much ruin must occur in the part of the country which he represented. The Government had adopted the narrow gauge, and guaranteed it as their gauge. The Opposition had given a decided opinion on the question, and it was adverse to that maintained by the Government, and the issue would of course determine which was right. Under all the circumstances, he must say that he was averse to any further adjournment, and he should vote for the original resolution.

MR. PUGH said it was in the recollection of honorable members that the Government had, during the last session, made a distinct pledge that before the adoption of the three feet six gauge they would elicit the opinion of eminent engineers. If such had been done, and it had been found that those engineers had approved of it, he would have been happy to support it, and would have been glad to know that it was capable of being carried out in the manner proposed. Three weeks after the session had been opened, some correspondence had been laid upon the table with reference to light railways, and the honorable Secretary for Lands had produced them with an air of triumph. But that honorable gentleman had failed to show that anything had been said in favor of the gauge, except by Sir Charles Fox, whose opinion was backed up by four lines from a person named Berkley. They found, also, that in the month of September, 1863, actually before the House had adjourned, that Sir Charles Fox had been appointed agent for the Government for purchasing railway material, and that gentleman had actually accepted no less than seventeen tenders for engines, soft soap, resin, &c., about the time he was asked by the Government to give his opinion. Altogether, it was evident that the Government had not the slightest intention

of keeping their promise; but he (Mr. Pugh) must certainly give the honorable Secretary for Lands great credit for the ingenuity which he had displayed in his opening address, by endeavoring to make a good case out of a very bad one. A letter was produced from a gentleman in Bombay, which was to the effect that he did not know whether the gauge was successful or not, seeing that it had not been tried. The Secretary for Lands had quoted an instance of a railway in North Wales with a very narrow gauge, but this it appeared was used only for the purpose of conveying slate from a quarry. The Government had really not shown one instance in which a railway gauge so narrow as the one sought to be introduced was used for passenger traffic; they had argued nothing but what would lead people to believe that it was a mere experiment altogether. There could be no doubt but that the Government had determined to carry out a certain gauge, and had been backed up in that determination by an interested person, Sir Charles Fox, who was acting as their agent. The Dun Mountain Railway had been a great card with the Government, as it was upon that railway that Mr. Fitzgibbon had been employed; but he (Mr. Pugh) could state for a fact, that that gentleman, before he left New Zealand, had informed the conductors that they could not go at a greater speed than three miles an hour with safety. They had since exceeded that pace, and an upset had been the consequence. No doubt Messrs. Peto, Brassey, and Co.'s contract to take the railway to the Little Liverpool for £86,000 was an advantageous and cheap one; but honorable members must recollect that that amount did not provide for the erection of stations, for building bridges, or for rolling stock. The line of route, too, was almost level, and yet the amount had been quoted triumphantly as being so very cheap, and no account whatever had been taken of Mr. Fitzgibbon's charges for surveys, which they had no reason to believe would be so very small. The manner in which the tenders had been opened was anything but a correct one: four tenders had been received on a Saturday afternoon, and opened on Monday morning, when the four tenderers consulted with each other as to the result, and it was found that Mr. Martindale's was the lowest; but when that gentleman applied at the office, he was informed that one had been received which was lower still. The fact was, that a number of contractors had been brought from other colonies on false pretences, and at much expense—the Government having predetermined as to who should be the successful tenderers. The Minister for Lands had endeavored to explain the matter; but he (Mr. Pugh) reserved to himself the right of believing that honorable gentleman's statement. The honorable gentleman had also quoted Mr. Plews' evidence in support of his proposition, when from that gentleman's

answers to the thirty-eighth, forty-eighth, and seventy-third questions, it appeared that he was not aware of any line of railway, used for passenger traffic, with the three feet six inches gauge; that he considered the four feet eight and a-half gauge much cheaper in the long run, than the smaller, and that much economy would arise in the permanent way from the adoption of the broader gauge. He could not believe that anything but harm could ensue, if they determined to carry out the whole extent of the line until the experiment had been tried upon the first twenty miles, or until they had received valuable information on the subject from sterling men. Under those circumstances, he should feel it to be his duty to vote for the amendment of the honorable member for the Burnett.

Mr. WIENHOLT was under the impression that too much had already been said upon the matter. After the long and lucid explanation of the honorable the Secretary for Lands, he thought the Opposition should be satisfied. He believed that the whole discussion was a waste of time, and he could not but remark upon the audacity displayed by the honorable member for Port Curtis, who had certainly dealt in a very underhand manner with the question. With regard to Mr. Blakeney, who it appeared owned some land at South Brisbane, he (Mr. Wienholt) could not but express his conviction that that honorable gentleman was a disappointed man, in consequence of it having been arranged that the railway should not start from Brisbane at once. As it was, the line would certainly be very useful, and he (Mr. Wienholt) was sure that the idea of making it go into the interior at once was a very good one. He could not account for the absurd arguments brought forward by the Opposition.

Mr. TAYLOR quite agreed with the honorable gentleman who had just sat down, that a great deal of useless talk, which could not possibly influence one vote, had already been listened to. He was sorry to say that certain honorable members were in the habit of attacking the character of honorable members on his side of the House when they were not present to defend themselves, and thereby took a cowardly and mean advantage. He read in reports of newspapers some shameful and most unjustifiable attacks which had been made, and he only wished that some resolution or law would be come to by which individuals would be compelled to refrain from making attacks of the nature referred to, upon persons who were not present to defend themselves. He had noticed in the report which had appeared in the newspapers, of the farewell address of Mr. Raff, that that gentleman had referred to himself (Mr. Taylor) in anything but a complimentary manner.

The SPEAKER here informed Mr. Taylor that he was out of order in not speaking to the question.

Mr. TAYLOR resumed: He was quite prepared to submit to the ruling of the Speaker, but still he thought it was very desirable that he should have an opportunity of refuting the abominable statements which had been made. The Opposition professed to abhor personalities, when there were really no honorable members in the House who so much indulged in them. The leader of the Opposition in the other House, Dr. Hobbs, had given certain instructions to the Surveyor-General, who, in consequence, had gone over the proposed route of railway, and pronounced it entirely impracticable. The gentleman, who at a recent election had proposed Mr. Brookes, had stated that it had been decided to select a round-about way for the railroad, in order to reward one of its supporters—namely, himself (Mr. Taylor), and that to do so a larger amount of extra rails would have to be laid down. A greater falsehood had never been uttered, and he would take that opportunity of stating that on the occasion alluded to, Mr. Pettigrew had uttered an infamous falsehood.

Mr. LILLEY having risen to order,

Mr. TAYLOR said that, leaving that subject, he would go on to remark that the squatters had been accused of robbing the country—and he would ask the House whether they could believe that? Mr. Brookes had also stated that the “toy railway,” as he called it, was intended to convey a few bales of wool and a few swells—would it not be equally well employed in so doing, as in conveying the noble person of his honorable friend, and a few pots and kettles? If the railway must be a mere toy railway, how was it that the patriot Brookes had been so ready to become security for two of the gentlemen who had sent in tenders for the contract? (The honorable member here referred to documents in support of his assertion.) As the gentlemen for whom he had become security had failed in obtaining the contract, Mr. Brookes had thought proper to inveigh against the whole scheme. In reference to the remark which had been made by the honorable member for North Brisbane (Mr. Blakeney) as to the “hear, hearing” of certain members on the Ministerial benches, he would ask the House whether there was any member who created greater disturbance than the gentleman who had made this complaint? That gentleman, he understood, had threatened that if the motion before the House were passed by them, he would take care that it did not pass the other House. He could scarcely believe that the honorable member’s influence was so extensive as that. With regard to the evidence given last session by Mr. Gregory, it was rendered entirely worthless by the answer given to the last question asked him. That question was: “Have you had any experience in the working of railways in England?” To which the answer was: “No.” Consequently, his evidence was not worth a

nutshell. Desperate efforts had been made to prevent the railway from going to the place where he (Mr. Taylor) lived, but he felt perfectly easy on that point, as Toowoomba had a large and thriving population—not that he cared one rush whether the railway went there or not, as far as he was personally concerned. He had not the slightest hesitation in saying that Mr. Brookes, and those who voted with him, opposed the railway because it was not started from Brisbane. Mr. Raff had clearly let it out that the question at issue was not the gauge, but the fact that it was to start from Ipswich, instead of Brisbane. He had no doubt that the railway would reach Brisbane in time, but let them first take the railway to places to which the conveyance of salt from Brisbane was no less than £35 per ton. So that an article, the prime cost of which was £5, cost in places situated as Dalby, £40. He might mention as a fact, that no doubt would be satisfactory to the honorable member for North Brisbane (Mr. Blakeney) that seventy-five per cent. of the squatters were insolvent through bad seasons, and the high rate of carriage. The honorable member for the Burnett had grumbled at having the Engineer and Commissioner of Railways in one person; he grumbled even at a saving, where it suited his purpose to do so. He believed that honorable gentleman was influenced unduly by the members of the Opposition, and that he would be only too glad to return to the place from whence he came. The honorable member for North Brisbane (Mr. Blakeney) had talked very loudly about the Opposition only waiting till the meeting of the House to expose the bribery and corruption of the Government, but he had not as yet perceived any signs of the threatened exposure. He believed the Government had carried everything before them last session, in spite of the assertions of that very truthful paper, the *Courier*, that an improper appointment had been made at Ipswich, in the case of the son of one of the members of the Government. (In answer to exclamations from the Opposition, Mr. Taylor stated that he considered himself half a minister.) He was proud to be a supporter of the Ministry, and trusted that when on the other side,—though he hoped the day might be far distant when he should find himself there,—he should be equally firm in his support of the opinions of those with whom he now acted. If the motion before the House were postponed, as proposed by members of the Opposition, a great deal of additional expense would be incurred by the necessity for engaging a fresh staff whenever it was decided to go on with the work. He had been very doubtful as to the propriety of adopting the three feet six inches gauge, but after conversation with his mild unassuming friend, Mr. Fitzgibbon, he had been thoroughly convinced of its expediency, in spite of his (Mr. Taylor's) dull comprehension. The Ministry

had pledged themselves as to the efficiency of the scheme of railway proposed, which, he thought, ought to be a matter of great satisfaction to his honorable friend, Mr. Blakeney, who might, by the failure of the scheme, gain a great deal more than by opposing it in its present stage. For himself, he should certainly withdraw his support in the Ministry, as far as their railway policy was concerned, if the three feet six inches gauge turned out a failure. The honorable member for Port Curtis had stated, that when the letter of the Government was written, forwarding the report of Mr. Fitzgibbon, the amount of the probable traffic, and the country through which it was proposed to carry the railway, should have been stated,—but these statements had actually been given. (“No, no,” from the Opposition.) Honorable members had evidently not read the documents that had been laid on the table of the House, or Mr. Fitzgibbon's report. Two miles of road were being constructed through the Rosewood Scrub, which would cost the country more than a railway for that distance. There was another road at the foot of the Main Range, which he had no doubt would cost a similar amount, and if they threw away the money of the Colony in constructing mud roads, they would soon find themselves in a pretty position. If they borrowed two or three millions of money for a railway, the traffic would soon enable them to pay the interest of the money, as the lowered rate of carriage would admit of increased taxation; but they were certainly not justified in borrowing money to pitch into the mud. He thought that a few articles, such as rum and tobacco, might be fixed upon to pay for the taxation required. They were at present taxed at a lower rate than any other Colony, and could bear a considerable increase of taxation. He did not believe that the squatters would object to extra taxation, as that would be set-off against the extra charge for carriage. Some honorable members, like the gentleman who represented the Burnett, got their incomes without working for them, but the squatters in general looked upon things in a very different light, and would deal with this matter as one affecting their interests. He was glad to perceive the favorable manner in which the resolutions had been received, and trusted that the House would unite as a friendly family to pass them.

Dr. CHALLINOR said that notwithstanding all the experience which the honorable member for North Brisbane (Mr. Blakeney) had gained whilst he was acting as counsel for the Irish railways, he did not appear to have discovered the difference between voting for measures and voting for men. He (Dr. Challinor) intended to support the resolutions introduced by the Ministry, because the scheme they proposed was one which commended itself to his judgment. One honorable member had stated that the money

would not be required for twelve months, but if that were the case the construction of the railway would be delayed for twelve months. The argument was, therefore, rather in favor of immediate action. Another honorable member had stated, that the correspondence produced by the Government was from persons interested in the scheme. Now, he was quite sure the first letter was not from an interested person. The engineer who introduced narrow gauge railways into India did so, no doubt, because he thought they would benefit the country, and there could be no doubt that light railways had proved very serviceable. It had also been said, at a public meeting in Brisbane, that the railway should be commenced at the metropolis, but it must be remembered that there was already steam communication between Brisbane and Ipswich. The honorable member for North Brisbane (Mr. Blakeney) had referred triumphantly to the Act of Parliament, which provided that no passengers should be carried on a railway of less than 4 feet 6 inches gauge. But he (Dr. Challinor) could not see why any stress should be laid upon the fact that in Great Britain three feet six inches gauge railways were not used for passenger traffic, and he believed the assertion of the honorable member would be contradicted most decidedly. He believed that in Great Britain there were many narrow gauge railways in use, for the conveyance of passengers as well as goods. He could see no reason for attempting to vitiate the character of Sir Charles Fox, because he was a contractor for the railway; for, that being the case, it was clear that it would have been more to his interest to have advocated the construction of a railway of a heavier character and broader gauge, as such a railway would have proved more remunerative to the contractor. He (Dr. Challinor) had listened attentively to all that had fallen from honorable members in the course of the debate, and had heard no arguments which had not been advanced during the last session, and he was therefore compelled to arrive at the same conclusion he did upon that occasion, that the opposition to the motion was simply got up for the sake of delay, in the hope that a change of Ministry, and an increased representation of the country, would further the views of certain honorable members. For the cry of increased representation meant nothing more than an increased representation for Brisbane. Mr. Raff, lately one of the city members, had intimated as much when he addressed his constituents at a public meeting, before his departure for England. He said it was important that Brisbane should be fully represented, as the metropolis gave a tone to the whole of Queensland. But he (Dr. Challinor) did not think the example held out by Brisbane was so important, unless as a warning to other electorates not to follow in her steps. At that late hour of the night he should not detain the House by making

any further observations on the motion for adjournment, but would express his intention to vote against it.

The SECRETARY FOR LANDS AND WORKS: I have no intention, sir, at this advanced hour, to reply to the whole question as it appears before the House, and among other reasons for not doing so, I may remark, that although the motion of the honorable member for the Burnett has not been disposed of, there is nothing to prevent this debate from being continued till the morning. But, sir, I cannot allow the present opportunity to pass without making a few observations upon the remarks which have fallen from that honorable member and from the honorable member for Port Curtis. I had some difficulty, at the outset, in discovering what they were aiming at, and at last I was obliged to come to the conclusion that their objections to authorise the Government to proceed with this railway beyond Little Liverpool consisted of the following points,—first, that Mr. Doyne had written to the Melbourne papers expressing an opinion adverse to the proposed railway, and secondly, that until the representation of the country was increased the Government were not justified in incurring an expenditure of some £4,000 or £5,000. I believe, sir, it was also stated that the proposed railway will not be more economical than a four feet six inches gauge. Now, sir, I admit that the time has arrived when a measure for the additional representation of the country should be introduced into this House; but I am afraid that when I have admitted that fact, I have expressed the only opinion which I hold in unison with the honorable members on the Opposition side of the House. For I do not advocate the increased representation of Brisbane, but the representation of those districts which, at present, are not represented at all. When those districts are represented, I believe we shall have constituted a House well worthy of the confidence of the country. But, sir, as long as we are honored with the confidence of our constituents, it is as much our duty to attend to the interests of the Colony at large, as if the constituencies returned fifty members each instead of one or two. Unless we do not vote according to our consciences, we have no right to vote at all. I hold, sir, that while I am a member of this House, and until a Bill to alter the constitution of the Legislature has been passed, I have a full and undoubted right to exercise my privilege and to vote upon every question which may be brought before it. Now, sir, it has been stated that Mr. Doyne is opposed to the three feet six inches gauge, but I fail to perceive, from a perusal of that gentleman's letter, that the honorable member who says so is justified in making the assertion. Mr. Doyne's argument is, that every country must be governed by its own necessities and peculiarities. I have in my hand a document of the utmost importance, because it comes from the firm

of which the gentleman in question is a member. Mr. Fitzgibbon, while engaged on the survey of the Main Range, wrote to Mr. Doyne, with whom he had been previously engaged, and with whom he was on friendly terms, requesting him to send up the best engineer he could find in Victoria to check the surveys of that line, and Mr. Doyne sent his own partner, Mr. Latouche. The letter I hold in my hand is from Mr. Latouche. In it he states that, having carefully estimated the expense of the line, and the relative cost of the four feet eight inches gauge and the three feet six inches gauge over the Main Range, he had ascertained that the expense of the former would be four times that of the latter. Now, sir, that is a letter from the very firm, a member of which has been brought forward to condemn this railway; and I may state, upon my own authority, that Mr. Latouche has become a convert, as far, at any rate, as the Main Range is concerned, to the three feet six inches gauge. I think, sir, that is a sufficient answer to the charge brought forward against Mr. Doyne, as well as the charge in reference to the cost of the railway. That is a question which I think it would have been well not to have brought forward at all, for it appears to me that no two persons can have a different opinion on the subject; there must be a great saving in a three feet six inches gauge over one that is four feet six inches. Now, sir, I have received a letter to-day by the English mail, from Sir Charles Fox, which will verify a statement I made in the earlier part of the evening. It will only be necessary for me to read the last paragraph:—"I think it right to inform you that the Swedish and Norwegian railways are obtaining good results from the three feet six inches and four feet railways, worked on the same principle as the Queensland railway. I have just completed the arrangement for the construction of a railway in India of a three feet six inches gauge, &c., &c." With regard to the contract with Peto and Brassey, I stated that they had taken a contract for making the first section of the line, and I will now state what I intended to have mentioned before, that they have sent in a tender for the construction of the whole line from Ipswich to Toowoomba; and the Government, having consulted their Engineer-in-Chief upon that offer, are, if the House does not dissent to the arrangement, prepared to accept it. It has been found that by accepting their tender for the whole line, the cost of construction will be within the estimated cost, and with such a firm as that of Messrs. Peto and Brassey, the Government have confidence that full justice will be done to the country. The honorable member for Port Curtis has asked how far we are going to pay the interest on the money to be borrowed for these railways? Now, sir, if the Government had gone into the market to borrow some four or five millions of money

for railways, either on the four feet or five feet gauge, I could have understood the question of the honorable member, because it cannot be denied that, with the large outlay that would be incurred by such railways, no traffic we should be likely to have for years to come would have paid the interest of the money. But it is different with the narrow gauge railways about to be introduced, which will, I have no hesitation in stating upon the authority of the Engineer, itself pay the interest of the money borrowed to construct it.

The House then divided upon Mr. Mackenzie's amendment to adjourn the debate.

Ayes, 8.	Noes, 16.
Mr. Pugh	Mr. Herbert
" Blakeney	" Macalister
" Stephens	" Moffatt
" Brookes	Dr. Challinor
" Douglas	Mr. B. Cribb
" Edmondstone	" R. Cribb
" Edwards	" Wienholt
" Mackenzie	" Groom
	" Lilley
	" Pring
	" Coxen
	" Kennedy
	" Royds
	" McLean
	" Sandeman
	" Taylor } Tellers

Mr. BROOKES, in moving the adjournment of the House, said he wished to make a few observations in the hope that the Government and their supporters would sooner or later admit the necessity of delay. The members of the Opposition simply asked for time to ascertain the accuracy of the plans and sections laid on the table of the House. The work involved a large expenditure, and it was desirable, that before assenting to the works, the financial statement of the Colonial Treasurer should be heard. It was also desirable that evidence should be afforded as to the accuracy of the plans. He contended that the delay asked for by the Opposition was reasonable, in order that they might obtain the opinions of competent persons as to the plans, before assenting to them. He maintained that the evidence already produced was of a one-sided character. The subject involved in the question before the House was one upon which there was a great variety of opinions, and it was desirable that honorable members should mistrust their own judgment, until they had heard from all sides what was to be said about it. He thought the evidence of the Surveyor-General was quite as reliable as that of Mr. Fitzgibbon, though it had been pointed out somewhat triumphantly, that in that gentleman's evidence, taken at the bar of the Legislative Council last session, in reply to some question about tunnelling, he had admitted he had not much experience in railways. But tunnelling did not necessitate that particular experience. The information might be ob-

tained in a variety of ways. It was found that the Surveyor-General, when asked what would be the expense of a tunnel in the Little Liverpool Range, had stated, "I should be inclined to put it down at £100 per yard at least;" he thought Mr. Fitzgibbon's estimate of £80,000 per mile for that portion of the line would prove to be insufficient. There was a great discrepancy on several points in the opinions of these two gentlemen, both of whom might be supposed to be well informed. The Surveyor-General based his opinion on the average cost of the long tunnels in England, where the cost of tunnelling had been thoroughly tested. He (Mr. Brookes) quoted this evidence to show the difference of opinion which existed on these subjects, and he argued that it was only a reasonable request to ask for further evidence from disinterested persons, whose opinions could be relied upon. The delay asked for would not amount to much, and the construction of the railway would not be postponed because honorable members on his side of the House wished to wait a few days, to hear the Colonial Treasurer's financial statement before they pledged themselves to approve of the plans, sections, and book of reference placed before them. He wished to know who had tested the accuracy of Mr. Fitzgibbon's surveys. The Secretary for Lands and Works had mentioned the name of Mr. Latouche, who turned out to be in some way connected with a person who was making a large profit out of the railway. In fact, all the evidence adduced in favor of the scheme appeared to have been furnished by parties more or less interested in its success. He did not care to reply to the remarks which had been made about his having been, in conjunction with another person, surety for an unsuccessful tenderer. He mentioned it briefly, to express his satisfaction at the way in which that tender had been accepted. He did not believe it was always profitable to accept the lowest tender. The Government, on that occasion, acted wisely, and he was not prepared to say that they would not show great judgment in accepting a further tender from the same party for the remainder of the line. The only question was—when should the tenders be accepted. He was not prepared to say that he should oppose the motion before the House, if it were deferred until some more reliable evidence had been furnished, and till after the financial statement had been made, but he did not think it was right to push it through the House until that information had been afforded. It was useless for the Government to designate honorable members on his side of the House a factious Opposition, because, in making such a reasonable request, they only exercised their undoubted privilege. The indecent haste with which the resolution was forced upon the House reflected very unfavorably upon the Government. They would probably be successful in their attempt

to carry it, but such a victory would cost them more than a defeat. There was no doubt that a large proportion of the support accorded to the Ministry was given for a very substantial consideration, in the shape of a liberal exercise of the pre-emptive right. A return of those lands had been asked for, which, when produced, would bear out his assertion. He affirmed it to be a downright iniquity—

The COLONIAL TREASURER called the honorable member to order.

Mr. BROOKES said he would apologise for having used the expression, but would not apologise for the feeling which prompted it. He would repeat, that political feeling on the other side of the House was not particularly disinterested. It had been said that the real House of Assembly was the club, and from the way the Government was going on, there might as well be no House at all, as they could calculate the number of votes at their command, and overcome all opposition. He must again call the attention of the House to the enormous expenditure which would be entailed upon the country by these railways. It was no doubt a hard case that in some of the districts the squatters had to pay £40 a ton for salt, but the interest of the whole country should be considered, and not that of a few persons only. The suggestion of the honorable member for Port Curtis was a good one, that the consideration of this question be deferred until some system of provincial councils had been determined upon. There was no doubt that the Colony was on the brink of a great financial difficulty, and it was to be hoped that Queensland would not have to go through the same crisis as Canada had done, from excessive expenditure on railways. He would conclude by stating, that as long as it was in his power, he should continue to protest against the system which had been adopted of voting hastily upon important measures, especially when, as in this instance, they were suicidal to the interests of the Colony.

Mr. SANDEMAN said it appeared to him that ample time had been afforded to ventilate the question before the House. It had been discussed fully during the previous session, and since then there had been every opportunity of considering it. It was time that some definite action should be taken upon it. For that reason he was glad to see that the motion to adjourn the debate had been negatived. Last session he had objected to vote for a line of railway to Dalby, not on account of the distance, nor because of the gauge, but because he thought the Government were rendering themselves amenable to the charge of adopting a centralising policy. The Government had, however, pointed out to him that justice would be done to the northern portion of the Colony, and had promised to carry out a survey for a northern line of railway, and he had voted for the line to a certain extent. He

should also have objected to the question now before the House, but the Government had been consistent in the course they had pursued; they had fulfilled their pledge. They had not only carried out the promised survey, but had placed upon the Estimates a sum of money for the construction of a line from Rockhampton to Westwood; and seeing that they were prepared to do justice to the northern districts, he was ready to support the resolution they had brought forward. He was an advocate for railway communication, and he thought no one who had the interest of the Colony at heart, could be otherwise than favorable to the construction of railways. He would not support the scheme if he did not think it would prove self-supporting. He believed the line from Ipswich to Dalby would be self-supporting, and also that from Rockhampton to Westwood, and was therefore disposed to vote with the Government.

Mr. GROOM said, he wished to reply to an assertion, made by the honorable member for North Brisbane (Mr. Brookes), that those members who voted with the Government did so for a valuable consideration. For his part, he gave an independent vote upon every question brought before the House. On two occasions, when a division had taken place, he had voted against the Government because he considered they were in the wrong; on the present occasion he supported them, because he was convinced they were in the right. If a majority in the House were of opinion that the three feet six inches gauge was a desirable one, the responsibility was taken off the Government. He felt perfectly satisfied with the arguments advanced by honorable members on the Government side of the House, and with the capabilities of the Engineer-in-Chief and his staff. He believed, in spite of what had fallen from the honorable member for North Brisbane (Mr. Blakeney), that the metropolis would derive as much advantage from this railway as any town in the Colony. His own experience told him that merchants residing in Brisbane were at present at a great disadvantage, in being unable to supply the orders of their up-country customers, on account of the bad state of the roads. He quite concurred with what had been stated by the honorable member for the Western Downs, as to the losses incurred through the late floods. The amount of those losses would never be properly ascertained, and he believed, that if the Government had not come forward with a scheme for railway communication, they would have had to find occupation for a number of persons thrown out of employment. He had called, on his way down to Brisbane, at Bigge's Camp, where he had found men seeking employment, who offered themselves at 5s. 6d. a day, a rate of wages unprecedented in that part of the Colony, and he was informed by the overseer, that there were scores of men in that locality in the same predicament.

Mr. R. CRIBB said he must also disclaim against the attack upon the independence of honorable members in voting upon the question before the House, made by the honorable member for North Brisbane. He must come to the rescue of Brisbane. The three members for Brisbane and the honorable member for South Brisbane had voted that evening against the railway, and it might be inferred that the inhabitants of the metropolis were averse to the railway, because it was not commenced in the city. In that respect, however, he was convinced that they did not fairly represent the opinions of their constituents, and if those opinions were properly taken, it would be found that nine out of ten were in favor of the undertaking. It was not because there was a small clique in the city, who attempted to carry everything before them, that Brisbane was to be thus misrepresented. His own opinion was, that the opposition to the resolution introduced that evening was only a factious opposition. He believed if the railway scheme now under consideration were not carried out, some of the districts in the interior of the Colony would suffer materially. There were persons who would be actually in a starving condition, if some mode of conveying provisions to them were not provided; and the sooner the undertaking was carried out the better it would be for the Colony at large. When that was done, the bar at the mouth of the river cleared away, and the bridge completed, with the good road to Ipswich which at present existed, Brisbane would do very well indeed. It was, however, desirable that some certain means of communication with the interior should be provided with as little delay as possible.

Mr. BLAKENEY could not allow the remarks of the honorable member for East Moreton to pass without a few observations from himself. That honorable member said that he (Mr. Blakeney) and his colleagues did not represent Brisbane—the honorable member who stated this did not represent East Moreton, and he would find that out by-and-by. Brisbane did not want his advocacy, and it would not have him as a representative.

Mr. DOUGLAS said that it had been stated that the object of the present discussion was delay. He maintained, however, that the only object he had in view was to save the honor of the House. It could not be said that all the information which the House had a right to expect had been placed before them. All precedent had been set aside to force the railway; and the privileges of Parliament were in danger. The Government had got to make it a practice to set the law aside, to twist the law, to go right through it. (The honorable member proceeded to illustrate his argument by reference to certain appointments which had recently been made, in violation of the existing law.) He also contended that no such expensive undertakings, as that proposed by the Government, should be entered into

by the country, pending a fuller and fairer representation of their interests in that House.

The COLONIAL SECRETARY said the charges of the honorable member for Port Curtis, which were repeated after the honorable member for the Burnett, as to the Government distorting and twisting the law, were totally untrue. They had never been able to prove a particle of those charges; and, therefore, it was very unbecoming of honorable members occupying a high position in the House to make such charges recklessly.

Mr. MACKENZIE undertook, before the end of the session, to prove all he had stated, and more.

After some further remarks from Dr. CHALLINOR and Mr. BLAKENEY, the question was put that the House do adjourn, and was negatived without a division.

The question for the adoption of the resolution was then put, and the House divided with the following result:—

Ayes, 17.	Noes, 7.
Dr. Challinor	Mr. Mackenzie
Mr. Kennedy	„ Pugh
„ R. Cribb	„ Edwards
„ Lilley	„ Stephens
„ Moffatt	„ Brookes
„ Macalister	„ Blakeney } Tellers.
„ Pring	„ Douglas }
„ Herbert	
„ Wienholt	
„ Sandeman	
„ Bell	
„ Coxen	
„ Taylor	
„ Groom	
„ Royds	
„ B. Cribb } Tellers.	
„ McLean }	

The question was, therefore, carried in the affirmative.