

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**THURSDAY, 25 MAY 1865**

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## ERRATA.

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*May 16.*—Page 34, column 1, in Mr. R. Cribb's speech, 3rd line from the bottom, instead of "protected" read "treated."

*May 25.*—Page 98, column 1, in the Colonial Secretary's speech, 23rd line from the top, for "£19,000" read "£1,019,000."

*May 25.*—Page 101, column 2, in Mr. McLean's speech, 8th line from the top, after "honorable member" insert "for Maryborough."

*May 30.*—Page 124, column 2, in Mr. Mackenzie's speech, 20th line from the bottom, instead of "support" read "oppose."

*August 23.*—Page 530, column 2, in Mr. Jones' speech, 25th line from the bottom insert "et" between "Danaos" and "dona."

*September 5.*—Page 598, column 2, in the speech of Secretary for Lands and Works, 17th line from the bottom, omit "non" before "competitive."

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## LEGISLATIVE ASSEMBLY.

*Thursday, 25 May, 1865.*Question to Private Member.—Railway from Toowoomba  
to Warwick.—Church of England Bill.

## QUESTION TO PRIVATE MEMBER.

Mr. WALSH: Sir, seeing the honorable  
member for the Burnett, who is the recog-

nized leader of the Opposition, in his place, I now beg leave—if I am not out of order in doing so—to put the following question to him:—Are the newspaper reports of the speech which you made yesterday, as published in the *Courier* and *Guardian* of this morning, correct? because, if so, the honorable member ought not to hold the position he now occupies.

The SPEAKER: I must beg to interrupt the honorable member; he is out of order.

Mr. WALSH: I am only sorry to differ with you, sir, but I think I am right; the 74th clause of the Standing Orders states that,—“At the time of giving notices of motion, questions may be put to Ministers of the Crown relative to public affairs, and to other members, relating to any Bill, motion, or other public matter connected with the business of the House, in which such members may be concerned.” This is a matter of public importance, affecting not only the honorable member for the Burnett himself, but those honorable members who range themselves under him, and are guided by him. The honorable member is reported to have said—

The SPEAKER: I am quite sure the honorable member is out of order in putting a question to a private member.

Mr. WALSH: I now, sir, beg to move the adjournment of this House, in order that I may have an opportunity of reading to the honorable member for the Burnett the opinions which he is reported to have given utterance to last evening.

The COLONIAL SECRETARY: I must rise, sir, to a point of order. The honorable member for Maryborough having broken through the rules of this House, has been ruled by you to be out of order. It is not the practice of the House to ask questions of private members; the honorable member is now reading from a newspaper about things which occurred elsewhere, having no reference to any question before the House, which is irregular. It is sometimes permitted to honorable members to quote from a newspaper report, but only in reference to a subject under discussion at the time, and then only with the express sanction of the House. I trust, sir, the House will support you in your ruling, and that these irregularities will not be tolerated.

The SPEAKER: I think the honorable member for Maryborough misunderstood me, I did not rule that the honorable member was out of order, because he read from a newspaper. My ruling is this, the honorable member having committed an irregularity in the first place, in asking a question of a private member, cannot move the adjournment of the House to rectify that irregularity. I may add, that it is irregular to quote from a newspaper, unless it be in reference to a subject which is being debated by the House.

#### RAILWAY FROM TOOWOOMBA TO WARWICK.

Mr. MACALISTER: In rising, sir, to submit to this House the resolutions which I have placed upon the paper, I dare say the House will not expect from me any lengthened address. The question of constructing railways in this colony has been so often before the House, and so frequently discussed, every proposed line having at one time or another been referred to, that in the observations I have to make I shall necessarily be compelled to limit myself to the Warwick line, and the general interests of that line. Now, sir, the proposed line of railway between Toowoomba and Warwick is not a new proposition to this House. This very line was mentioned in the Railway Act as originally framed, and it was only struck out when it was deemed advisable to extend the operations of the Act to railways generally. It will also be in the recollection of the House, that during the last session, the honorable member for the Eastern Downs submitted to this House a motion for an address to His Excellency the Governor, to have placed on the Estimates a sum of money sufficient to make this railway. That motion was carried, but the Government intimated at the time, that they were not in a position to take advantage of it, simply because of their inability to lay the plans, sections, and books of reference on the table of this House. These plans have been in the possession of the Government for the last seven or eight months, such as they now appear, and I have brought forward these resolutions in the hope that they will meet with the approval of the House. As some honorable members will no doubt remember, when the Government first introduced the question of railways into this House, they did so with a view, as was then intimated, of establishing main lines of railway only, and those lines through lands which were likely to prove reproductive. An exception to this rule was made in the case of the line from Rockhampton to Westwood. That is a line which I do not anticipate will pay immediately; nor do I think we have any right to expect that a northern line of railway will pay until it reaches the Dawson. When I say it was intended that those lands should be reproductive, I mean that the value of the land along any particular line of railway, or the objects to which that land might be applied, on the one hand, and the traffic which, from a reasonable calculation, the line might be likely to attract, on the other, would form a test as to the probable paying capabilities of the line. And now, sir, to apply that rule to the proposed line of railway from Toowoomba to Warwick, I think honorable members, especially those who know anything of the Darling Downs District, will agree with me, when we take into consideration all the circumstances connected with the Warwick District, we cannot fail to arrive at

the conclusion that the line in question must prove as reproductive as any which could be constructed beyond Toowoomba. Now, sir, to generalize a little upon the subject. For I exclude in my calculation the freeholds on this line, I exclude all the purchased land on either side of the line; and I find that, along that line, and beyond the distance, land has been sold to the value in acres of £200,000. That is an extent of land which must tend very considerably to the support of a line of railway. I need not inform the House that the grazing capabilities of the Warwick district are universally recognised to be of the best description, and in this respect the land is also calculated to contribute materially to the traffic upon this line. I shall not stop to inquire into the amount of trade which the opening of a line of railway to Warwick will effect with New South Wales; but I have it upon the authority of the engineer in charge of Spicer's Peak that, since the road across the range at that particular spot has been rendered thoroughly useful, the traffic has been quadrupled. A very considerable portion of this traffic is from the border of New South Wales, and north of New England. I would also remind the House that a new interest has sprung up lately in the Warwick district. I refer to the gold mining interest, which, from all accounts, is likely to attract, in a short time, not only a large, but a permanent population. I shall not dilate upon that subject, or upon any other interest which pertains to the Warwick district. The anticipations entertained in reference to that district are too numerous for me to dwell upon; it will be sufficient to call the attention of the House to them. With regard to the agricultural interests of Warwick, it is a well known fact that it is the very first in the colony. The soil and the climate are both admirably suited to the growth of the different cereals; and I am informed by a gentleman, whose word I have no reason to doubt, that the last crop of wheat raised in the district was estimated at 25,000 bushels. There is one point to which I would especially invite the attention of honorable members, and it is one in which, I have no doubt, they will feel a very strong interest. I took occasion, when addressing the House on a recent occasion, to remark that the extent of land along this line of railway, which could be put into the market if necessary, would be something enormous. I have endeavored to make an approximate calculation of the probable amount; and I think I am not wrong in stating that the land along the line which will be available at once, is not less than 150,000 acres. So that honorable members, looking at this land in a reproductive point of view, whether with reference to the land along the line, or to the amount of traffic which the varied interests to which I have referred would be likely to attract; or, if they take the two together, to the general capabilities of the district, cannot fail to

arrive at the conclusion, that not only will the railway to Warwick prove reproductive, but that the Warwick district will prove eventually to be the most productive district—in fact, the granary—of the colony. Before I sit down, it is perhaps necessary that I should refer to the means by which it is proposed to carry on this line of railway. Honorable members are aware that a sum of somewhere about £1,100,000 has already been voted by this House for the purpose of constructing railways. This sum has, however, been voted for the construction of other lines. Under these circumstances, the Government would be placed in the position of having to come down to the House in order to obtain authority to carry out the resolution which was affirmed last session. But I think it right to state that, notwithstanding the sum I have mentioned, which has been authorised, but a very small proportion of it has been expended; and I believe if the House approved of it, the money already voted would be found amply sufficient to carry on all the lines of railway, including this line, for the next eighteen months. The Government believe that it is not desirable to thrust upon the money market a larger amount of debentures than can well be made use of in a reasonable period; nor do they desire to obtain authority to issue more than we have at present. I make these observations that no misunderstanding may arise in the minds of honorable members as to the mode in which the Government purpose to take action in proceeding with this line. As I have already stated, the moneys which have been apportioned to the several lines would be sufficient to carry on all the railways for the next eighteen months. But this is a question which must be determined by a subsequent authority from Parliament, and in the event of the House agreeing to this resolution the Government will be prepared to come down with a suggestion on the subject. I now, sir, beg to move—"That this House approves of the plans, sections, and books of reference, submitted for the inspection of honorable members, and now on the table of this House, of a proposed line of railway from Toowoomba to Warwick."

Mr. DOUGLAS: Sir, the facts connected with the statement made by the honorable Minister for Lands and Works are no doubt fresh in the recollection of all honorable members. They are aware that, at the close of last session a private member of this House brought forward a motion to give effect to this line of railway. The objection I took upon that occasion was not that I considered the enterprise in itself undesirable; but that it had not received the *imprimatur* of the Government: and I conceived that in such a matter, involving as it does such a large expenditure,—and not only involving that expenditure, but also the collateral question of expense to the country—I was not justified in voting for the authorisation of that line.

The same arguments which were advanced then in support of the motion have been advanced now by the honorable gentleman (Mr. Macalister), and will, no doubt, be supported by others of a similar nature. For it is an undoubted fact that the proposed line would pass through one of the most fertile and beautiful districts in the colony, and if we are to have railways extended throughout the length and breadth of the country, this is a district into which a line of railway may safely be carried. The value of the land in that district is no doubt very large: but I have always been of opinion that the Government can hardly expect to receive the high price for land in that district upon which they calculate. A large quantity of land will be thrown open at once; and as there is only a certain amount of capital in the colony at one time, there will be a limit to the purchase of land. Therefore, I do not anticipate that the lands along the lines of railway, or in immediate contiguity to them—lands to be sold, I hope, for the purpose of paying off the debt incurred in the construction of the lines—will sell at a very high price per acre. Still, there are many reasons which might justify us in coming to the conclusion that this is one of those lines which will pay in every sense of the word. And even if the traffic upon it did not pay, it would open up a very fertile district, and, as the honorable gentleman has remarked, it would bring us into connection with the settlers of the northern parts of New South Wales, who find it a difficult matter to send down their produce either to Grafton or Maitland. That is another argument in favor of bringing a railway to the south from our most fertile district. Such being the case, and although I am willing to admit that a stronger case might even be made out in favor of this railway, I am not in a position to accept the motion in its bare integrity. I think we are bound to provide some more comprehensive scheme. It is true the honorable gentleman has stated that the Government would take some steps in that direction, and I suppose, if this motion is passed, he will come down to the House and ask for a vote for a fresh line. Is that the intention of the Government? I understand from the honorable gentleman's silence that he is not prepared to do so, that—having considered the financial position of the country—he is not fully prepared to come down to this House and ask for a further vote. I am strengthened in this supposition by a paragraph in His Excellency's Speech at the opening of Parliament, which contains a statement to this effect:—"You will not, however, be invited to avail yourselves during the present year of the facilities for borrowing thus afforded, the loans authorised during the past session being amply sufficient to provide for the heavy works in progress." Now here, at the outset, in the Speech which is supposed to

define the policy of the Government for the ensuing session, we are informed, as I take it, that the Government is not prepared during this session to go into the question of railway construction at all. (No! no! from the Government benches.) Well, then, I say, unless you are prepared to show us your ways and means, and the manner in which you are going to construct this railway, you are not justified in asking this House to approve of it. I am informed by the honorable member that there will be a sufficient surplus, over and above the sums voted for other railways, to construct this line—(no, no)—not absolutely a surplus, but that it will not be required for this year. Well, then the honorable member will take that sum, and next year come down to the House and ask for a further sum for this line. That is a course which I do not think is in accordance with the strict letter of the law, or with a proper acceptance of what should be a sound system of finance, or of railway construction as connected with finance, because it is an injustice to treat this question apart from the general question of railway construction throughout the country. It is not exactly a question as to whether these railways are reproductive or not; it would take some time to illustrate the various ways in which a railway may become reproductive. It may be so from the value of the land on either side of it, but there are other considerations. We seek by railways to circulate the life current of our existence. The honorable Minister for Lands and Works has stated that the railway from Rockhampton to Westwood would not be reproductive. Now, I should like to know upon what grounds he has made that statement. I do not understand it to be affirmed that the traffic upon the line from Toowoomba to Warwick, or even to Dalby, will immediately pay, but the line is considered necessary to develop the resources of the country. The line from Rockhampton to Westwood is also necessary if you wish to provide for the present and future wants of the district. The honorable gentleman, as head of the department which has the control of the Crown Lands, must be aware that the Nogoa District is—without any antagonism to the Darling Downs—one of the finest pastoral districts in the colony; and I do not see why, even in the Comet or Nogoa districts, in a few years—say, less than ten years—there should not be three millions of sheep depastured. Are we to say that a railway to these districts would not be a reproductive work to this country? I have referred to the Rockhampton and Westwood railway as an illustration, and I should like also to refer to a district which will probably be mentioned by the honorable member for Maryborough—to the proposed line from Maryborough to Gayndah. Now, there is a district which is positively languishing. The money voted for making and improving the ordinary roads

in that district, has not even been expended. We are told—in fact, we have had almost conclusive proof—that railways can be constructed at a much lower cost than it has been supposed. And, from what I have been able to learn from the gentleman who is responsible for the engineering work of the railways, in whom I place the utmost confidence, I am prepared to admit the fact, and to state that I am willing at once to throw myself into an extended and far-seeing railway policy. And, therefore, I am not indisposed to believe that a railway from Maryborough to Gayndah would prove reproductive; and if we are to spend such a large sum on the Warwick line, I do not see why it is not desirable to expend a similar amount in the construction of a railway through the Burdekin? Again, in the district which I represent,—although I may at times have thrown cold water upon the projected railway from Gladstone to Rockhampton, or Preston—I am not prepared to say that, in our railway scheme, which may have to extend over a number of years, even this line may not be taken into consideration.

THE MINISTER FOR LANDS AND WORKS:  
Broadmount!

MR. DOUGLAS: Well, it is a question whether it may not be desirable to extend a line of railway from Rockhampton to Broadmount. But, whatever I may think upon these points, I am desirous of stating my opinion that this House should consider the question as a whole, and not as a mere matter of detail. The honorable Minister for Lands and Works must be aware that the expenditure of large sums upon railways is not only beneficial in the immediate vicinity of the lines, but of advantage to the colony at large. Brisbane and Ipswich may be in a state of great prosperity, and that prosperity may be based upon sound expectations. I should be sorry to cast any slur upon the prospects of the colony; but I must say that this large expenditure has a great deal to do with the prosperity of the place. Railways are not always claimed for the sake of the advantages they offer in themselves, but also for the sake of the large expenditure in the several districts; and this expenditure forms a ground of jealousy in those districts which do not participate in it. Now, if the honorable Minister for Lands and Works were to come down to the House prepared with some general policy, such as I have hinted at; then, I say, such a policy might safely be submitted to the House, although it might involve a much larger expenditure than we have contemplated—even as large as five or six millions. I should not object, after having proved the success of the experiment we have indulged in—and I admit that to a certain extent we have proved it—to make an experiment upon a much larger scale; with the understanding, however, that the money should be expended in constructing railways in the different districts, without partiality to any. Holding these views, I

cannot support the motion before the House; and I have prepared an amendment, which I will now move,—“That the exigencies of the colony are such as to call for the extension of railways that are calculated to be of a reproductive character; and that this House cannot accept any plan, section, or books of reference of a proposed line of railway, as a sufficient warrant for expending upon a new line of railway sums of money which have been voted for other lines.” What I desire is, to guard this House from permitting the Government for the time being—whoever they may be—to make use of funds which have been authorised for special purposes, and to devote them to other purposes. If the Government are prepared to come down and ask for additional authority to raise a loan for this railway—I do not say it will be necessary to raise this loan, but it is necessary that we should authorise it—then, I say, we must inevitably take into consideration the question of railways, as affecting the whole colony. I have made these remarks, although I have a particular *penchant* for this particular district; and I hope the honorable member for Warwick will believe that, if I could have brought myself conscientiously to recognize the resolution proposed to us, I would have done so. But I feel that we are not, in our collective capacity, as legislators, justified in assenting to it, unless we take into consideration the policy upon which we are in future to ground our decisions in questions of a like character.

MR. WALSH said, the amendment moved by the honorable member for Port Curtis was, he believed, one which must command the acquiescence of a large number of the members of that House. However much honorable members might be in favor of a line of railway to any particular spot, or convinced that railways generally should supersede the ordinary and permanent roads of the colony, the amendment was one which none but a most prejudiced person could object to. Reference to the debate, which took place when the motion brought in by the honorable member for Eastern Downs (Mr. McLean) for that railway was carried last session, would show that the project before the House was something very like a piece of class legislation. That motion was brought forward at the end of the session, when the House began to grow thin; it was introduced by a sort of side wind, and did not seem to obtain the favor of the Ministry. If that line of railway had been of such importance as was now claimed for it, then the Government of this colony had neglected their duty in not proposing it themselves. He objected to the railway in question, in the first place, because he believed it to be a piece of class legislation, brought in by the Ministry because they had been told by some of their supporters in that district that, unless the measure were pushed on, the members for the Darling

Downs would not be so unanimous in the support of the Government as they had hitherto been. A measure of such importance, involving the occasional expenditure of enormous sums of money, ought not to have preceded the financial statement for the year. The arguments made use of by the honorable Minister for Lands and Works in introducing the motion, were the poorest arguments which had ever been advanced in favor of a measure of such importance—they were quite unworthy of the occasion. There had been nothing but the honorable gentleman's bare statement—not a single figure had been quoted to bear out his assertion—to show that the proposed line would prove reproductive, except that during the last season the district through which the railway was to pass, had yielded some 25,000 bushels of wheat, worth some £4,000 or £5,000. There was no evidence before the House to prove that the district contained a large population, or was likely to attract one. In the second place he objected to the motion, because he thought the time had not arrived when these lines should be formed to the end of the colony; it would be time enough to make cross railways when the centre of this great colony had been pierced by main trunk lines. He concurred in the remark which had been made by an honorable member that the country which was likely to supply produce to support the proposed line, was insignificant in comparison with that of the more central and northern districts; and that for every ounce of gold, every bale of wool, and every passenger brought down by the railway from Warwick, there would be ten, or even twenty from the northern parts of the colony. The railway in question would be a vast expense and of very little benefit to the colony; he believed it had been instigated by the supporters of the Government, and was now carried on by the Government to ensure a continuance of that support. He thought the promoters of the measure should have furnished the House with some better information as to the actual cost of the proposed line. There were no statistics before the House, and as there were several new members who were not so well read in those matters, it behoved them to be careful that they did not commit themselves to a policy which might inflict a great injury upon the country. He believed that every line of railway given to the south, represented so many miles withheld from the north, which was a wholly neglected part of the country. And while he saw that the great producing portion of the colony,—its gem, its flower, its purse,—was so neglected, he felt that the Government were not bringing forward measures for the real benefit of the country. It was the duty of every member who wished to give a good account of his stewardship, and of the Ministry, if they had the good of the colony at heart, to correct this mismanage-

ment. He asked members to look at the question in its larger bearing. It was a great question—a question whether a great work was not being done to the whole of the colony for the benefit of a particular class—whether, in fact, the Darling Downs, which had already received so much assistance from the Government, which had monopolised so many of the good things of Queensland, should not be content with what it had got, without requiring another line of railway to run in a diagonal direction across the district. He would not detain the House any longer, as he was not in possession of information which he expected would have been laid before him. He should vote for the amendment, of which he cordially approved.

MR. MACKENZIE said it would be recollected that, when the resolutions before the House had been brought forward last session, he had spoken against them; and he would add, that had he been present when the division upon them took place, he should have voted against them. He would observe that his opinions upon the question had in no wise changed since then. He should vote for the amendment of the honorable member for Port Curtis. In the first paragraph of that amendment, the honorable member had returned to the original proposition put forth by himself and other honorable members, when the question of railways was first discussed—viz., that if railways were gone into at all, some comprehensive scheme should be adopted in which central and northern Queensland would equally benefit. He could not see why a new line should be made in the southern district; one central line through the district should be sufficient. If the line from Rockhampton to Westwood was not likely to be reproductive for some time, neither was the line from Toowoomba to Warwick. It would be much better if a distinct understanding were arrived at as to the principle upon which these lines were to be constructed. With regard to the second portion of the amendment, he entirely concurred in the view taken by the honorable member for Port Curtis, that it was wrong to expend moneys voted for one line in the construction of another. If such a course were adopted, what position would the country be placed in? When this money was spent, there would be three lines of railway in an unfinished state—from Toowoomba to Dalby, from Drayton to Warwick, and from Rockhampton to Westwood—and, supposing a strong opposition were organised, composed of northern members, under the leadership of the honorable member for Maryborough, the House might refuse to grant the money for carrying out these lines; and they would all be left uncompleted. The thing was wrong in principle. He had much rather see an addition made to the loan at once than see this money diverted from its original object. The honorable member for Port Curtis had,

however, gone so fully into the matter, that he (Mr. Mackenzie) felt he need not take up any more of their time.

The COLONIAL SECRETARY said that the honorable member for Port Curtis and the honorable member for the Burnett had taken exception to the manner in which the Government proposed to raise money for the line of railway from Toowoomba to Warwick. As that was the only really important matter which had been brought forward in opposition, he desired to impress upon honorable members the method by which it was proposed to raise money for this work, and the desirability of adopting that method. It had been stated previously, as quoted from His Excellency's Speech, that it was not desirable to advertise the intention of the Government to raise a further loan at a period long antecedent to the time when it would be required. Every one would see the importance of that. For when the Government were issuing £19,000 worth of debentures, if they at the same time told the British public that they were in want of more money still, those debentures would fall far less favorably on the market, than they would if it were not intimated that a further loan was required. It was just as well to put off the evil day as long as possible, and it was not desirable that the House should take exception to the postponement of the period for borrowing more money; as, by so doing, they would force the Government into a bad position with the money market at home. It was admitted that there was no money yet voted for the construction of the Warwick line of railway; and it was also a fact that money had been voted, to a large amount, for railway construction, which would not be required for some time. Why should not a portion of that large sum of money—which would otherwise lie idle for about two years—be expended on a similar work to that for which it was originally intended? Even supposing, as the honorable member for the Burnett had said, that a strong party in the House were, at some future time, to refuse further money for carrying out these lines, what difference would there be in the position of the country? Would it be less stultified than if the House refused to authorise the Government to expend what was already voted? The Government if they were strong enough, might decline to proceed with the works—they could be stopped at any moment—but would that be an advantage to the country? He believed the course which was proposed, was in strict accordance with the spirit of the Audit Act. The amendment of the honorable member for Maryborough was so utterly inapplicable to the motion that, had it not been an amendment upon a Government motion, the Government would have felt inclined to accept it. It was in fact no amendment at all. The honorable member had brought forward a resolution that the House should sanction only the

most reproductive railways which could be made: that was just what they were doing, for it was a fair calculation that the annual proceeds of the receipts of traffic on the line to Warwick would pay a good interest on the money expended—that was a point which had never been disputed. The honorable member for Maryborough, instead of lecturing the Government for not furnishing him with the information he desired, ought, as a young member, to have read the proceedings of the House, and to have looked over the estimates for Warwick, for he was not exempted from the duty of making himself acquainted with these matters. Were the Government to supplement the honorable member's ignorance during his first session, because that would take up a great deal of time? He did not think the honorable member could have been serious during a great portion of his speech, although he had not observed any symptoms of jocoseness in his manner. The matter, however, was not serious. The honorable member had talked about railways between Rockhampton and Gladstone, and Maryborough and Gayndah. Surely, he could not be serious in asking the Government to construct a line of railway alongside of a navigable river; and he could not possibly ask them to make a railway from Maryborough to Gayndah in order to provide works to support the paupers of the colony, for that is what it amounted to. There was nothing in that district to be conveyed by railway,—in fact, its whole produce for one year might be brought down by rail in three days. He believed the estimates of probable traffic on the Warwick line had been under-estimated,—that had always been his opinion; at any rate no member of the House had attempted to show that they were too high. The Government were directly pledged to the construction of the railway to Warwick upon every ground, as a part of the railway policy which had been proposed two years ago; it was a part to which they adhered very strongly, because it was one which would pay better, perhaps, than any other. The line would go through a country populated with rich agriculturalists; the Warwick district was also a rich pastoral country, and it contained gold-fields which were yielding large returns. The Government were pledged to the construction of the railway, and he thought the House were equally committed to it. But that was not the time for the honorable member for Port Curtis to come down and ask the House to go into the whole question of railways. The Government would be prepared, whenever the honorable member was ready, to listen to him. In the meantime, the resolutions before the House were necessary to enable the Government to carry out what they had been instructed to do, and he trusted they would be carried in the same way, and by as large a majority, as the resolutions of the last session. The Govern-

ment having fulfilled all the requirements of the Act, having instituted the proceedings themselves, and brought up the plans and sections of the proposed railway, he could not conceive that there could be any real ground for opposition to it.

Mr. BLAKENEY said he had been somewhat startled at the assertions of the honorable Colonial Secretary as to the capabilities of the district through which the proposed line would pass. In all such propositions in the old country, it was customary to furnish calculations and general information as to the cost of construction and probable returns.

The COLONIAL SECRETARY: They are on the table.

Mr. BLAKENEY: He thought the House should have some further proof than the assertions of the honorable member. That honorable gentleman had, he thought, made a somewhat strong assertion when he had stated that the House were pledged to the line from Toowoomba to Warwick; because, five days before the close of last session, after the Additional Members Bill had been passed, when it was admitted that the House did not represent the people of Queensland—only a portion of them—the resolution in favor of the line to Warwick was brought forward by a private member, and supported by the great weight of the Government. He affirmed that the House was not pledged to it; for it was a fact, although, perhaps, not mentioned in the records of the House or in "Hansard," that, five days before the session closed, something was said to this effect—"Cui bono, we must have this railway, let us get the House pledged to it before these six troublesome members are returned." But the question deserved a more full and fair consideration. Certain specific sums had been voted by a full House for certain specific purposes, and the Government were not in a position to come down to the House and say that because a resolution had been carried in an effete House some five days before the close of the session, the House were committed to the Warwick line of railway. Many honorable gentlemen were absent on that particular night; besides which the Additional Members Bill had been passed, and it could not, therefore, be said that the resolution was carried by a large majority. The resolution was now brought forward in another shape. Why did the Government state in the Governor's Speech that no further loan would be required during the present year—that there was sufficient money already voted for railway purposes? He contended that they had no right whatever to touch a single shilling voted by the Parliament last session for specific purposes. But, in violation of the pledge contained in that speech, the Government now said,— "Will you allow us to take £330,000 from the original vote, to be expended upon the Warwick line, and next year we will come and ask you for a further sum to make it up?"

It was no use to mystify the matter—the course adopted by the Government was not the proper course to adopt in carrying on the affairs of the country under a constitutional government. He trusted the House would pause before they entailed a further expenditure upon the country. He found upon reference to the Estimates, that the interest which the colony was called upon to pay was no less a sum than £111,012 annually. That was an enormous sum to pay, and although the revenue had been bolstered up so as to amount to £700,000, he would ask whether it was right that one-seventh portion of the revenue of the colony should be expended in the payment of interest upon money borrowed? The railway, as far as it had gone, had been found to work well; but it would be well to make the experiment as far as Dalby, which was a main line; and if that answered, in a few years hence it might be desirable to extend it, if the circumstances of the colony would admit of a further expenditure. Then, if the Warwick district proved so remarkably fertile and abundant in resources, a railway could be constructed through it. He fully believed that, in the great struggle which took place upon this railway question, there had been a compact between the two members of that district and the Government—that the Government should only have their support on the understanding that when the Warwick line was proposed it should receive the ministerial protection.

Mr. R. CRIBB supported the original resolution, notwithstanding all the arguments against it which had been advanced by the honorable member for North Brisbane (Mr. Blakeney). Referring to the remarks of that honorable member, on the way in which the resolutions of last session in favor of a line of railway to Warwick were carried, he found, upon reference to "Hansard," that when the division took place, there were only three honorable members who voted against it—the honorable member himself, the honorable member for Rockhampton, and one of the honorable members for the Burnett—while there were fifteen who voted in favor of it, so that there were nineteen members in the House at the time. The honorable member had also stated that the railway might be undertaken in two or three years, when the district would be in a position to render it reproductive. If the House were not to authorise the construction of any line until every member had satisfied himself as to its paying capabilities, the railways would never be commenced. In his opinion, it was better to commence at once, without waiting until the line was completed to Toowoomba, for, he thought it was necessary that the two lines should be opened at the same time. No line of railway would prove of greater benefit to the colony; not only would the traffic of the district be considerable, but a trade would be opened up

with the northern portion of New South Wales, which alone would be a great advantage. He was surprised to see the honorable member for North Brisbane (Mr. Blakeney)—who was one of the representatives of the largest shipping port in the colony—stand up to oppose the construction of a railway from Toowoomba to Warwick, the formation of which would be of the greatest possible advantage to the metropolis. That was a step for which the honorable member would have to account to his constituents. He (Mr. R. Cribb) cordially agreed with the first clause of the amendment, and should have been quite contented if it had been tacked on to the original resolution. But the latter portion of the amendment was rather extraordinary. It amounted to this, that the Government were told to lock up the money voted for railway construction which was lying idle in their coffers, to pay interest upon it, and at the same time to go into the market and borrow a further sum of money for a similar purpose, in order to satisfy the whims of one or two honorable members. He was astonished to hear such opinions expressed. Nevertheless, that was what the amendment really amounted to. He trusted the Government would carry their motion, and thus be enabled to carry on the work.

Mr. FORBES said, he might be pardoned for saying a few words on the motion now before the House, considering the fate which had befallen him when last he had an opportunity of addressing the House on the subject of railways. He trusted that honorable members would bear with his imperfections and his want of knowledge of the proceedings which had been going on with regard to these matters. He might state that he was perfectly satisfied with the 3 feet 6 inches gauge, and the proposed construction of railways, and he believed they would have a beneficial effect upon the whole colony. He had said so the last time he addressed the House upon the subject. At that time he had pointed out the necessity of the extension of the railway towards the western boundary of the colony; and had contended that if the line were not extended in that direction, the colony would lose a good deal of the southern and western trade, which would find its way to Fort Bourke, and the Colony of Victoria. But turning to the matter more particularly before the House, and to the course which ought to be pursued on the present occasion, he might state that he had taken great pains to satisfy himself whether the proposed line was likely to return even a portion of the money borrowed for its construction. He was not well up in statistics—in the estimates of the traffic, or even the estimates of the cost of this particular line; but all business persons speaking of a transaction of this sort, would endeavor to ascertain the cost and the amount likely to be realised by

it. The Minister for Lands and Works had tried to prove to the House that this line would be reproductive; and, as one means of showing how far it would be so, had stated that there were 150,000 acres of land along the line for sale. It might be assumed that the amount of money derived from these 150,000 acres would be £150,000. He thought the honorable member for Port Curtis had shown very fairly the amount of capital in the colonies, and the amount annually open to investment; and that the Government could not look forward to any increasing expenditure of capital in the purchase of lands. He had heard some honorable members say that they were sorry for investing £10,000 in the purchase of 10,000 acres of land. He had heard the honorable member for the Western Downs say that he wished he had the money back again which he had invested in land. He considered, therefore, that was a good reason for believing that the expenditure of capital in land was not likely to be increased with increase of population. Looking at railway works as works of utility, he did not think that at first they would prove reproductive, and it was impossible that they could be so to any extent during the progress of the line. This word "reproductive" had become very hackneyed, as he had noticed in the reports of the proceedings of the House before he had become a member of it. A great deal had been said about the "agricultural interest," and about the line passing through the granary of the colony. Why, within five miles of Ipswich there was some of the best land in the colony. He had seen crops growing there which were equal to any he had seen elsewhere. It was argued that it was by the agricultural productions of the district that the railway was to be supported; but if the lands lying nearer to the coast, which were densely populated, were lying idle, how could we look forward to places lying at the extreme end of the colony to form the granary of Queensland? It was absurd. He would appeal to any honorable member who knew the properties in the neighborhood of Ipswich, as to whether the land in that locality was not equal in fertility to any in the neighborhood of Warwick? He would appeal to those gentlemen who had been patriotic enough to grow cotton there, if they could even find labor enough to pick the cotton when it was grown? He had seen it wasting there for the want of labor to pick it; he had seen the lands lying waste for the want of labor to cultivate them; he saw that every particle of hay, corn, and even vegetables for daily consumption, was introduced from other colonies; and he could not see how the agricultural interest alone would support a railway line. He could not see how it was to be supported. It was a very miserable support that even five hundred thousand bushels of wheat would give it. He thought if the railway policy, as laid down in the House,

were carried out, and one great trunk line carried into the interior, the main object of constructing railways would be gained. If he could be convinced that an annual profit of even one per cent. could be derived from this line, he would have much pleasure in voting for it. But at present nothing had been adduced which could satisfy him on this point. Let him be satisfied that the line would be reproductive, even after the first three years, and he would willingly give his vote in favor of it.

Mr. McLEAN said he was very much surprised at the speech of the honorable member who had just sat down. It was strange how circumstances had changed that honorable member's opinions. There was a time when he believed that the Warwick district, from its climate, soil, and capabilities for the growth of corn, was fitted to become the garden of Queensland: but now that he had large possessions in the Warrego, he believed that district to be superior in every respect to the Darling Downs, or indeed any other part of the colony. There was nothing in fact to be compared to the Warrego, the Yo Yo station, and those beautiful places about which so much had been heard through the courts. No doubt if a railway were formed in that district to pass by those splendid stations, it would enable the honorable member to recover the thousands of pounds which he had expended.

Dr. CHALLINOR rose to a point of order. He submitted that the honorable member had no right to make any personal allusion—he had referred to the private affairs of the honorable member for the Warrego, which had no reference to the question before the House.

Mr. DOUGLAS said he had understood that a place merely, and not a person, had been alluded to.

Mr. LILLEY said the honorable member for the Warrego was charged with having a direct interest in the present case, because if the motion were carried, it would strongly affect his private interest in the western portion of the colony. It was inferred that the honorable member was actuated by strong personal motives in the matter. He thought the question was trivial, but still it was as well for honorable members to avoid personalities.

The SPEAKER said that he did not think the honorable member was more out of order than other honorable members had been before him.

Mr. McLEAN said he had merely wished to show that the honorable member for the Warrego was interested in carrying out a railway to the district which he represented; and he would add that he (Mr. McLean) would be glad to do all he could to assist him in such a project, and he trusted the honorable member would be equally generous towards him. The honorable member must be well aware that Warwick was really the

garden of the colony: it had been ascertained beyond a doubt that results had been obtained in that district which could not be obtained elsewhere—no such crops could be produced in any other part of the colony. He had certainly been astonished at the remarks which had fallen from the honorable member: he seemed a most extraordinary individual. A perusal of the biographies of eminent men had led him to the conclusion that imaginative men were possessed of great faith. The honorable member seemed to fancy that there was no population in Warwick, and that the soil was as hard as could be—worse even than the soil in the Burnett district—while he believed a railway from Maryborough to Gayndah would pay, from the fact that there were a few Chinamen living there, who cultivated a few pumpkins. When the honorable member expressed his faith in a railway to Gayndah, and at the same time said he did not think a line to Warwick would answer, he must certainly have thought that there were no people living in the Warwick district; that was the only deduction he could draw from the extraordinary arguments which the honorable member had made use of. He submitted that the question was not one which affected the interests of the squatters on the Darling Downs; if they consulted their private interests they would vote against the motion. He believed the proposed railway would do them a great deal of injury: the head and tail of his own run would be cut off by it. But he did not come to the House to advocate his own interests; he was there to serve the interests of the colony at large. With regard to the amount of available land which could be put into the market, he quite agreed with the statement made by the honorable Minister for Lands and Works. He thought there would be fully 150,000 acres of land along the line from Toowoomba to Warwick, and he believed a large portion of it would sell for £5 an acre—every acre of it in fact—if the Government would cut it up into small allotments, so as to bring it within the reach of all classes. The honorable member for North Brisbane had acted consistently, and it was the first time he had known him to do so; for he had voted against the railway last year, and he opposed it now. He was astonished to see him do so, for the railway to Warwick was entirely a Brisbane question, and would bring more produce into the metropolis, and maintain a larger population than any other line which could be constructed, whether to the Comet and Nogo, or to the celebrated Yo Yo station. The farmers, if they had the opportunity, would be only too glad to take up land in the vicinity of the line. As to the price which the honorable member for the Warrego had estimated the land per acre, he (Mr. McLean) was quite prepared to make an advance of fifty per cent. upon it. Honor-

able members, who knew nothing whatever of the capabilities of the district, should be careful not to make statements which might be detrimental to them hereafter. He would recommend the honorable member for the Warrego, if he had never been as far as Warwick, to take a ride through the country and judge for himself. For no one could do so, unless perhaps in some season of severe drought, without seeing ample evidence of the fertility of the district. With regard to the cost of construction, it would be found that the country was particularly favorable for the formation of a railway. The line was so near the Range that there would be no very large watercourses to cross; it was also comparatively free from timber, and adapted for cultivation.

The COLONIAL TREASURER: Sir, in offering a few remarks upon the question before the House, I do not think it is necessary that I should follow the arguments which have been advanced by several honorable members in proof of the general capabilities of the district through which this line of railway will pass. If I rightly understand the feeling of the majority of members in this House, the general advantage to the colony which will be gained by the formation of a railway from Toowoomba to Warwick will be very great indeed. I think, moreover, this was admitted last session when the question was discussed in this House, and the resolution was carried by a large majority. I think, therefore, I shall be right in confining myself to what I consider to be the only two questions which have been raised in the course of this debate. The first has reference to the proposal which the Government have made to this House to allow them to proceed with the construction of this railway without coming down to the House during the same session to ask for a further loan. That, sir, is one of the questions; and the other is one which was raised by the honorable member for Port Curtis in reference to the authority upon which he assumed the Government intended to carry on the work. Now, sir, the first of these points is very simple; it is for this House to consider whether they will adopt the course proposed by the Government—whether the Government are right in attempting to carry out this railway in the most economical way by making use of moneys already voted for railway purposes, instead of asking for a further loan, in view of the advantage which such a course will possess in keeping up our credit in the money market at home; or whether they should come down with a larger and more general scheme of railway construction, entailing a further expenditure and a further loan. If, sir, they adopt the latter course, the Government will not be in a position to do what would unquestionably be very desirable—they will not be able to inform the financial agents of this colony in England, that they do not require a further loan this year.

I need not represent the great advantage to the credit of the colony which would thus be obtained. I need not say how much more eagerly our debentures will be taken up when it is known that the colony does not require to borrow more money. I think, sir, the chief point for this House to consider, is whether the Government are able to do all they have proposed to do with the money already voted. That is a point which I have not heard raised. But if the Government are prepared to do so, and the course they propose to take will be the means of saving a considerable sum in the increased value of the debentures, I must confess I cannot see the object of the resolutions put forward by the honorable member for Port Curtis. And, sir, I think those resolutions, as well as the speech of that honorable member, must have been ready before my honorable colleague, the Minister for Lands and Works, made his explanation to the House, in which he anticipated the arguments made use of by the honorable member. That honorable member stated that the object of the Government was to ask leave of this House to proceed with the railway without authority to obtain the money. Now, sir, the honorable Minister for Lands and Works has informed the House that the object of the Government is quite a different one. They have asked, in the first place, the consent of the House to construct the railway, and have asked for permission to use the money previously voted for railway purposes for this new line. It must be freely admitted that the Warwick line was included in that whole railway system, which was so long and so fully argued on a former occasion. I shall not, sir, deal with this question any further, as I do not think it is necessary to refer to any other points than those to which I have addressed myself, or to follow in the footsteps of those honorable members who have argued at such length in favor of the resources of the Warwick district. I shall now leave the matter in the hands of my honorable colleague the Minister for Lands and Works.

Mr. WATTS said, that as the squatters on the Darling Downs had been alluded to, he would state he was, perhaps, the only one among them who intended to vote against the motion for a railway to Warwick, although in doing so, he believed that he would be merely assisting a forlorn hope. He was about to enunciate a principle that he did not think would meet the views of the majority of honorable members, who would see that there was at least one member of a Darling Downs constituency who objected to a centralising policy for the benefit of a particular district. With reference to the value of the land about Warwick for agricultural purposes, he would refer to what had been stated the other day by the honorable member for the Eastern Downs, to the effect that one of his servants had taken up land in an agricultural reserve at one pound per acre,

and had been unable to make it pay. That was not the only case in which land so taken up had been found unremunerative, and had fallen into the hands of gentlemen who were in the habit of lending money on land; and it was probable that if the lands along the proposed line were taken up in the same way, a great portion of them would fall into the hands of squatters. The House ought to be guided by the consideration, whether the line of railway proposed would pay—how many bales of wool was it likely to carry? As far as he was personally concerned, he could have no motive for voting against it; for, if it took off a portion of his run it would enhance the value of the purchased land, so that the advantage quite equalled the disadvantage. It would doubtless be very convenient for him to take a steamer from Brisbane to Ipswich in the morning, and be taken thence to his own door by railway in the evening; but as he believed the work could not possibly be reproductive, he should oppose it. When the question had previously been discussed in that House, and in another place, he had voted in the same way, as he had considered it to be his bounden duty not to vote for fifty miles of railway towards the boundary of the colony, when it was so necessary that extra facilities should be afforded for the conveyance of supplies and produce to and from the western districts. It would be found he had always advocated the principle that, while there was such a vast extent of country in that direction, without any means of communication with this port, it was unjust to expend large sums for the benefit of one particular district. The argument of the honorable member for East Moreton, that it was justifiable to do so, because it benefited the city of Brisbane, was easily dispelled. It had been said that Warwick was the granary of the colony, but that was not a sufficient reason for taking the railway there, and he would ask the honorable member who made the assertion, whether it was not quite possible that the whole of the traffic might be brought down by the existing line, if the roads were kept in good repair, without carrying a railway to Warwick at all? He would next advert to the remarks which had fallen from the honorable member who had moved the amendment. He did not think it would be right to vote for that amendment. It would be foolish to authorise a further loan, when the Government were prepared to make use of the money which was already authorised. He should, therefore, record his vote against the amendment, but at the same time he should vote against the original resolution. He would remind the House that the Government were bound to bring in the proposed railway by the resolution of last session. It was proposed, he believed, by the honorable member who represented the Warwick district, and there were only three members who voted against it, one of whom had since

resigned his seat. It could not, therefore, be said that the Government were not bound to bring it forward—in fact, it was an order of the House for them to do so. He could not, however, believe it was the wish of the Government to carry on this railway, until the completion of the line to Dalby. He hoped honorable members, if they were strong would be merciful, and not urge the Government to this railway until the other was finished; he thought it would be unjust to the colony. He would ask whether, during the first session of Parliament, the gentleman who then represented the Maranoa district (Mr. Ferrett) had not conclusively proved that the district which he represented contributed a larger amount to the general revenue than any other district in the colony, and there was no doubt that revenue was yearly increasing. Therefore, he thought that they could not too quickly extend to the western districts the means of communication which were so much desired. At the same time, he did not think it would be right to lay a trap for New South Wales, by the formation of a railway to the border, in order to absorb the revenue of New England; he did not approve of such a principle. But while the money voted for roads in the western districts had not even been expended, and a portion of the traffic of those districts was finding its way into another colony, it could not be said that justice had been done. He did not think the traffic obtained from New England would pay much towards the Warwick line, neither did he think that the land which had been so much extolled by the honorable member for Eastern Downs was so valuable as that honorable gentleman supposed. The honorable member for Eastern Downs had estimated the price of the lands along the line of railway at £5 per acre; but he (Mr. Watts) knew, for a fact, that there were at least 10,000 acres of land situated in reserves on the Darling Downs, in the very centre of the line of railway which was now being proceeded with, which could not be sold for more than one pound per acre; and he also knew that in the reserves in the immediate vicinity of Ipswich, there were hundreds of acres of land open for selection at the rate of one pound per acre; and even the advantage of proximity to the terminus of the railway did not appear to have the effect of getting them alienated.

An Honorable MEMBER: The lands along the line are to be sold by auction.

Mr. WATTS: The lands were to be offered for sale by auction in the first place, but the unsold lots would be open for selection; and, to judge by the land sales which took place in Brisbane, a large portion of them would be open for selection at the upset price. There was another point which appeared to have been lost sight of. Before the House consented to the expenditure of the large sum proposed for the fifty miles of railway

from Toowoomba to Warwick, they should take into consideration the propriety of extending their operations by forming a main trunk line to the north. That was an opinion he had always advocated; he thought it was incumbent upon the Legislature to take some steps to open up the interior, to bring the distant settlers into communication with the coast, and so to make the railways profitable to the colony generally. The construction of cross-lines of railway to suit the requirements of particular districts would result, as it had been found to do in England, where the traffic was seven-fold larger, in causing a drag upon the main line—the profits of the one would be required to keep the others in repair. He did not, therefore, consider that an adequate advantage would be derived from the formation of the line proposed, and he felt obliged to oppose the motion.

Mr. R. CRIBB rose to explain that he did not say the railway to Warwick would benefit Brisbane only. In referring to the advantages which would accrue from the construction of the line in question, he had merely expressed his astonishment that the honorable member for North Brisbane (Mr. Blakeney) should have opposed the motion, when he considered the large amount of produce which the railway would bring to the metropolis. He had also given his opinion that the colony would be benefited if the money which had been authorised were expended at once.

Mr. BROOKES said he thought it desirable to offer an opinion on the matter before the House, though, perhaps, it might be said that the direction his remarks would take was adverse to what he had before expressed. Looking at the question in the abstract, he entirely approved of a railway to Warwick; and he saw no objection, therefore, to vote in approval of the plans, sections, and book of reference, brought before the House by the honorable Secretary for Lands and Works. He trusted that his remarks would not be interpreted to mean anything like adverse criticism on the Government because they were brought forward. He hoped, with some degree of interest, for the time when he should see a line to Warwick; but there were wider and more important questions for present consideration. The gist of them was this—It might be advisable and better for the advantage of this colony that the construction of the line be postponed. The amendment of the honorable member for Port Curtis appeared to him to breathe a spirit of intelligence and political foresight which was characteristic of that gentleman, and it commanded the approval of the House. There had always been this marked difference between the honorable members on the Ministerial side of the House, and those who acted with him (Mr. Brookes) on the opposite side: the Government were rather apt to be too ready, too practical, and, perhaps, too hasty; honorable members on the

other side of the House were, perhaps, in danger of being too theoretical and dilatory. For all that, he should, on the present occasion, vote for the amendment, because there appeared to him to be nothing at all in it which was calculated to supersede, or that was in the slightest degree derogatory to, the motion of the honorable Secretary for Lands and Works. If the House approved of the plans, sections, and book of reference of the line of railway to Warwick, they did to a certain extent approve of immediate action in the prosecution of the work. Sufficient had been said during the debate to prevent honorable members from being apprehensive that, should the motion pass, the Government would commence operations at once, and spend an enormous amount of money. There was the fact before the House that a certain sum of money was voted last session, and that the conduct of the Government with reference to the railway expenditure—he said it with considerable regret—was such as not to justify any extraordinary amount of confidence in them. He cheerfully accepted the expression of opinion which the House had heard from the honorable member for Western Downs, for it clearly showed that the gentlemen who were wedded to the pastoral interest were beginning to understand the signs of the times. He now put it to the honorable members who represented the northern and central districts that, on a question of a very large expenditure for railway purposes, which appeared to be confined to the southern half of the colony, they could hardly vote without doing a great deal of injury to their own constituencies. A good deal had been said about the reproductiveness of the railway proposed. He would put this contrast, and ask what would be said about a railway from Ipswich to Brisbane? That would be the most reproductively railway in the colony; and he should be very glad to learn that such a proposition would meet with the responsive assent of the Government. He deprecated local considerations in voting on the question before the House. What would be the effect of carrying the motion? To a certainty, it would be a deviation of the money voted last session from the purpose for which it was granted. He should vote for the amendment because it appeared to him to be a perfectly safe and legitimate one; and it did not in the slightest degree hamper or embarrass the Government. The fact was before them that the money was not voted for the Warwick Railway, and he did not wish its appropriation to be diverted. That was the danger he apprehended; and from which there was no escape if the motion were affirmed.

The COLONIAL SECRETARY: Have another loan.

Mr. BROOKES: Well; he had no objection—in another session. It was very much easier to borrow than to pay. It certainly appeared to him that the Government had trespassed on

the good nature of the money market to an extent which was at the very limit of what was justifiable. That able and venerable financier, the honorable member for East Moreton, Mr. R. Cribb, had said they might as well spend the money, as it was in hand, and interest had to be paid all the same. The money was not in hand, and it seemed to him (Mr. Brookes) that there was some difficulty to get it in hand. They saw by the correspondence with the Union Bank on the negotiation of the loan, that the Government had to arrange for a certain amount of accommodation which they felt would be required. The history of railways showed that in colonies similarly circumstanced to this, a railway was the best means of adding to the value of land; but they did not find that this enhanced value was brought about at once. It was not the being alongside of a railway that made land valuable; but its being alongside of or near to a station. And Queensland was of such vast extent that people would not soon give a high price for land merely because it was alongside of a railway on which the stations would probably be twenty miles apart. He did, however, think of the overshadowing claims of the central and northern districts, when he was asked to assent to the proposition to make a line to Warwick. The idea of the Government seemed to be—and in his opinion it was one of their delusions—to make two or three lines of railway contemporaneously; but it led to no other result than an enormous expenditure and the increase of departmental staffs. The remark of the honorable member for East Moreton, Mr. R. Cribb, that his honorable colleague, Mr. Blakeney, dare not meet his constituents after voting against the motion was beneath the dignity of the House. The commercial interests of Brisbane were identified with the progress of the western and northern districts, and so long as he had a seat in the House, those districts could rely upon him as an ally. He condemned a centralising policy, and he told the honorable Colonial Secretary that it was that policy which filled Brisbane with paupers. If they were to open up the middle and northern districts with railways by some wise and far-seeing policy such as was suggested by the honorable member for Port Curtis, the people could find abundant means of employment. The colony could not, however, yet afford the railway to Warwick, with the claims of the undeveloped districts to be considered.

Mr. R. CRIBB, in explanation of what had been stated by the honorable member who had just sat down, said that he would vote for the Warwick railway because he thought it better to spend any money in hand than to borrow more.

Mr. WIENHOLT said he had no hesitation in stating that no line in Queensland would pay so well as the Warwick line, with the exception, of course, of the line between

Toowoomba and Ipswich, which would be fed by both the Dalby and the Warwick lines. The advantages to be derived from a railway to Warwick were very great. Not only would the produce of that and the other south-western districts be secured, but also the trade of the northern portion of New England, in New South Wales, and supplies for all that country would be sent direct from Brisbane, whose merchants would materially benefit thereby. Further, Warwick would supply the interior districts, which were ever in difficulties for want of a sufficiency of food. So far as he was individually concerned, it was against his interest to have this railway, which would injuriously affect many squatters in his district. It would pass through one of the richest parts of the colony—the garden of Queensland—and would certainly be a reproductive line. He had no objection to see the line extended into the far interior; but, he thought, as soon as the railway to Toowoomba was completed, the Warwick line and the Dalby line should be carried on simultaneously. He condemned the conduct of the honorable member for Maryborough, who had held out a threat to the northern members upon this question.

Mr. WALSH rose to order, and denied the assertion of the honorable member for Warwick.

Mr. WIENHOLT repeated that he considered the honorable member's remarks as a threat; and if he were a northern representative, he would ask that honorable member for an explanation. He, also, considered certain remarks that had fallen from the honorable member for North Brisbane (Mr. Blakeney) as quite uncalled for; but he would not trust himself to express his opinion of them further. That honorable member had said that the honorable member for Warwick and the honorable member for Eastern Downs had made a compact with the Government about this railway—that they had come to an understanding that if the Government did not support the railway, they would not support the Government. Now, he (Mr. Wienholt) emphatically denied that statement. He hoped the time was not far distant when he should see the railway open.

Mr. COXEN said it had not been his intention to make any remarks on the subject before the House, because he could easily perceive that most honorable members had made up their minds what way they would vote, and no arguments of his would influence them; but, before he recorded his vote, he would like clearly to understand from the honorable Minister for Lands and Works the position the country was in with regard to the line from Ipswich to Dalby. If the motion was carried, he found that a portion of the amount voted last session was to be taken for the Warwick line. That was his understanding. He merely wished to put it to the honorable members if such was the case—not that he

objected to it—whether the line from Ipswich to Dalby was, not to fall through, but whether it was to be made subservient to the other? If the amount voted was not sufficient to carry out the works of both lines, which would suffer? It did appear to him that Dalby should have the preference over Warwick in that case. (“Hear, hear,” from the Treasury benches.)

Mr. FITZSIMMONS said: Many arguments have been used in this House, to-night, Mr. Speaker, to show the great value of the Darling Downs. I have not one word to say against them; nor do I make an objection to the statement that land is worth £5, or even £10 an acre along the line of road; but I should like to ask if any of this valuable land has already fallen into the hands of those honorable gentlemen who are settled in that neighborhood? A great deal has been said, too, about the profitable returns to be secured from railways; but it is my opinion that no profitable return will be received from our railways for many years to come. But, notwithstanding that, sir, the construction of railways is, I think, a matter of great importance to this colony; indeed, it is a question of serious moment in a colony where we have no navigable rivers into the interior. Once a railway is made, it is a standing work, for the money expended in making it is permanently invested; and, probably, there may be some prospect of profit at some future day. The contrary is the case in making common roads. The making and maintaining of common roads has already been a very heavy charge on the colony; and from those works no advantage can ever be expected—unless merely the advantages they give for the commerce of the country. I should like, sir, to record my opinion in this House, that the construction of railways to one district alone must prove injurious to the whole of the northern districts, which must of a certainty pay the cost, from which they cannot derive any benefit. I should like to see the Government come down to this House with some scheme to make railways from the ports on the whole of the northern coast; for I believe it will be proved ultimately that railways are much cheaper than common roads. I did say, before I came into this House to-day, that I would be in favor of this motion. An honorable member who heard me say so, will probably find fault with me if I say that now I have altered my opinion. And I altered my opinion from the circumstance that, at the time I gave expression to my opinion, I understood that a sum of £300,000, voted last year on the motion of a private member of this House, would be made available for the line, whereas now I find that that vote will not be made available. However, I shall not go so far as the honorable member for Port Curtis. If that honorable member will withdraw his amendment, I shall offer one that will not, probably, be so objectionable to the Government.

Mr. DOUGLAS: It depends on the nature of the amendment the honorable member proposes.

Mr. FITZSIMMONS read as follows:—“That, pending the surveys now being made of a proposed line of railway from Westwood to the Dawson, and having in view the desirability of an extension of the railway from Dalby to Condamine, together with the expressed intention on the part of the Government not to apply during the present session for the authorisation of a loan for the construction of a railway from Toowoomba to Warwick, it is not expedient to approve of the plans, sections, and book of reference of the said line from Toowoomba to Warwick.”

Mr. DOUGLAS: The honorable member has applied to me whether I am willing to withdraw my amendment. I may say that the amendment suggested by him embraces, in a less objectionable form than mine has taken, my very views. I shall be very glad to withdraw my amendment, if the honorable member wishes to put the amendment he now read to the House.

The amendment of the honorable member for Port Curtis was then, by leave of the House, withdrawn.

Mr. FITZSIMMONS thereupon formally moved his amendment.

Mr. GROOM said he must confess that he felt very considerable hesitation as to the course he ought to pursue on this occasion, and he felt hesitation in this way—he had in a measure given a pledge that he would not vote for a line of railway from Toowoomba to Warwick which did not include the town of Drayton in its course. Since that pledge was given, he had made it his business to have an interview with the Chief Engineer of Railways, who had assured him that there were insurmountable engineering difficulties in the way of the construction of a line of railway from Toowoomba to Warwick which would include Drayton. After that, he was almost absolved from his pledge, and he felt at liberty to vote on this question irrespective of any considerations which that pledge had involved. He admitted that there was considerable force in the practical observations addressed to the House by the honorable member for Western Downs, and much value was attached to them. He believed that the honorable member had given a perfectly disinterested opinion, and he thought he would give a disinterested vote. If the House were to attend to the observations which had been made—that the agricultural interest in Queensland was defunct—that it was almost impossible to get anything to grow—that the lands taken up by the farmers were valueless—then immigration must fall off for want of anything in the colony to attract it, and the mission of Mr. Jordan to England must result in a failure. They were told over and over again that any person engaging in agriculture must inevitably be

ruined, and the observations of the honorable member for Western Downs had been strengthened by an account of the career of a servant of the honorable member for Eastern Downs, who went on to an agricultural reserve, and after losing his money in profitless farming, had been glad to return to employment. So far as his (Mr. Groom's) observation went, he found that the great difficulty farmers had to contend with was the want of a market for their produce. If he went to Warwick, he found that he could purchase maize from the farmers there at a much cheaper rate than it could be purchased for in either Ipswich or Brisbane; and the reason was, that there were in Warwick more agriculturists and larger crops than in all the rest of the colony. Spite of what they had heard about the crops in Ipswich, he stated that while there were in Ipswich but 2000 acres under cultivation, there were in Warwick 14,000 acres, and upwards of 5,000 acres were under wheat. When the honorable Secretary for Lands and Works said that 25,000 bushels of wheat were grown in the neighborhood of Warwick this season, he understated the fact, because he (Mr. Groom) had the authority of Warwick farmers for stating that 50,000 bushels of wheat were grown this season. But, as he said before, the difficulty of the Warwick farmers was, that they had no market, none of easy access. In Warwick, maize was three shillings a bushel; in Ipswich, four shillings a bushel. Go to Dalby, and ten shillings a bushel had to be paid for maize. And the farmers of Warwick were taking their grain to Dalby on horse drays, because they could make it pay better than by keeping it at home for sale;—and they took not only grain, but all sorts of garden stuff. All that was said about Warwick being the garden of Queensland was a truism. The statements of the honorable member for Western Downs were not reconcilable with some others the House had heard, as to the value of the lands in the locality of the proposed line for agriculture; yet, his statements had a certain influence in this colony, and their effect might be disadvantageous to its welfare. There were, he (Mr. Groom) asserted, hundreds of thousands of acres of land on the Darling Downs capable of growing every production of England better than they could be grown in England. The country had been informed by a gentleman whose position and authority entitled him to their highest respect, that he saw a display of fruit grown on the Darling Downs by the honorable member, Mr. Watts, that would be worthy to be shown in any exhibition. See, by the official returns in the possession of the House, the enormous amount of money that was continually going out of the colony for articles which this colony is capable of producing itself—and that the very land in question is capable of growing;—that of itself was a con-

sideration of sufficient importance to entitle him (Mr. Groom) to give his vote for the motion brought forward by the honorable the Secretary for Lands and Works. He did think that some little attention should be paid to the inhabitants of Warwick. The House had been told that there was not a large population there. Well, there was a population of something like 15,000 in the neighborhood of the Darling Downs; and the revenue derived from that district amounted to something more than £90,000. The Darling Downs returned a larger amount of revenue to the Government, than the districts of Warrego, East and West Maranoa, and Mitchell, all added together. A clause had been inserted in the Immigration Act of last session, empowering Mr. Jordan to send out a number of agricultural laborers, and persons acquainted with farming. If the statements that the House had heard from the honorable member for the Western Downs went before the world uncontradicted, Mr. Jordan's occupation would be gone. He (Mr. Groom) did not wish it to go before the world that Queensland was an enormous sheep-walk; that there was no other interest in the colony. It was the duty of the Legislature to foster and encourage other interests. There was, he might say, the mining interest. The recent exhibition of gold from Talgai supported this statement. The agricultural exhibitions on the Darling Downs were sufficient to prove that the colony would shortly possess a flourishing agricultural interest. With those facts before him, he could not do otherwise than support the original motion.

Mr. MILES said his intention was to vote against the motion. He had been astonished to hear the various opinions expressed by honorable members on either side of the House, as to the capabilities of the Warwick district. One honorable member contended that it would grow anything, and another affirmed that it would grow nothing at all. One fact, however, was clear, the colony did not produce enough for its own consumption. But it was not the agricultural capabilities of the district only which had to be considered. He objected to carry a line of railway to the borders of the colony, to the detriment of the western districts—he objected altogether to such a centralizing policy. He could name one district in which, since the date of Separation, not one single sixpence had been spent upon public works. He thought the House would be stultifying itself in constructing a branch railway to the extreme border of the colony. No doubt the railway would be the making of the people of Warwick, who were in a state of insolvency—it might save them from going through the court. The House was, however, bound to see that justice was done to other parts of the colony. He did not say that the time might not come when it would be judicious to make a line of railway from Toowoomba to Warwick, but at present

such a project was premature. He should vote for the amendment.

Dr. CHALLINOR said he had been somewhat surprised to hear the honorable member for Maryborough state that the expenditure of money in the formation of a line from Westwood to the Dawson would return twenty-fold more profit than that which it was proposed to devote to the Toowoomba and Warwick line, and afterwards to inform the House that it was necessary to do something to improve the stagnant state of affairs in the north. Then with regard to the unconstitutional way of proceeding in reference to the expenditure of money, of which the honorable member for North Brisbane had spoken, he had understood that honorable member to say, that he only wanted the Government to ask the House for authority to borrow money for the Warwick line, and that they need not make use of the unexpended sums which they held in their hands. That would in effect be tantamount to permission to the Government to spend the money they held, and it would put them to the disadvantage of borrowing money without obtaining any equivalent advantage. The honorable member would have the House to believe that it was almost an unconstitutional step for the honorable member for Warwick to come down to the House during the previous session with a motion, the object of which was to pledge the House to form a railway from Toowoomba to Warwick. Yet the honorable member himself took a part in the debate, notwithstanding that the Additional Members Bill, upon which he had laid so much stress, had passed. Besides, the honorable member must be aware that there was somewhere a provision which made it competent for the House to sit and transact business, even though a return had not been made to all the writs at a general election. He (Dr. Challinor) did not think it was for the House to consider whether the loan was sufficient to cover the cost of constructing the railway; the great question was, whether the line would pay its working expenses and the interest of the money expended upon it—that was all the House ought to look to at present. That was the principle upon which all public works were carried out. He could not certainly say whether Ipswich was likely to prove the granary of the colony or not; but he knew that excellent wheat was grown in its vicinity; and with regard to cotton, he was in a position to state that the crops had been very prolific. He only knew of one crop which had been wasted out of seventy acres under cultivation; he had gone over and carefully examined the several farms, and the result of his inquiries had satisfied him that the average yield would be one bale of 300 lbs. to the acre. In his opinion, the Legislature would do well to support a staple which yielded such returns; it would take a great number of fleeces to make up a bale of wool of the same weight. Something more than wool and tallow would have to be looked for

to support these undertakings. Then, again, the honorable member for Western Downs (Mr. Taylor) had attempted to persuade the House that, because one or two persons had been ruined by farming, agriculture would not pay in this colony. Was the honorable member in the House one evening when it was stated that the pastoral interest was insolvent, and that nine-tenths of the squatters were in the same position? He must say that he was in favor of proceeding with the line of railway from Toowoomba, because it would open up a large trade with New England, which he looked upon as a perfectly legitimate object. At present not only did New South Wales absorb a great portion of our traffic, but they took away a great deal of the duty upon goods, and thus diminished the revenue of this colony. He was quite prepared to approve of an extension to the Warrego district; it would be just as well to commence it at the same time as the other line, if it could be shown upon sufficient grounds that it would pay. Some honorable members who had spoken against the motion, had argued that the resolutions in favor of the Warwick line had been brought in by a private member, and that the Government were not pledged to them. But he had reason to believe that, if the House had been in session for two or three weeks longer last year, the Government would have been in a position to place the plans and sections of the proposed line on the table of the House, and honorable members might take it for granted that the Government would not have pushed the work on as fast as they did, if they had not intended to construct the railway at the earliest opportunity. The Warwick railway had been spoken of as a branch line. He did not think that was the light in which it should be regarded, as eventually it would, in all probability, become portion of a grand junction line connecting the two colonies. No other branch railway could be in the same position; and it was very possible that the neighboring colony would follow the example thus set, and before very long there might be a complete line of communication from one colony to the other. It had been affirmed that a railway from Brisbane to Ipswich would be the most profitable of all, and when the necessity for such a line could be clearly shown, no doubt the House would authorise its construction. But such an expenditure would be a waste of money, as long as there was a navigable river between the two places. Then the honorable member for Port Curtis had talked about bringing in a general and comprehensive railway measure. But, as he understood it, the original Railway Bill was a general measure, because it afforded the Government the opportunity of going on extending lines of railway as circumstances demanded—in fact, it was the basis of all the lines; and after that it was only necessary to show the necessity for constructing a fresh line, and to obtain the money for its construction. He had understood the honorable

member for North Brisbane (Mr. Brookes) to say that he did not approve of two lines being constructed at the same time—that one should not be commenced until the other was completed. But directly afterwards he had understood the honorable member to say that he approved of the scheme propounded by the honorable member for Port Curtis, which embodied the construction of different lines of railway, in order to give employment to persons in the colony. He could not understand that style of reasoning. With reference to the Warwick line, he could testify to the fact that the inhabitants of that district did labor under great disadvantages in bringing their produce into the market. For instance, he had seen oaten hay—unpressed oaten hay—brought down from Warwick to Ipswich in a bullock dray, and he should have fancied that the ordinary rate of cartage would have almost equalled the price of the hay: the owner, however, used his own team. He did think the House was pledged to the Warwick line, and was also of opinion that its completion would tend very much to lessen the expense of forming other lines. He could see no difficulty whatever in the plan proposed by the honorable Minister for Lands and Works, that the plans should be approved of, and that the Government should have the requisite authority to proceed with the line, by making use of the money voted for similar purposes, and at present unexpended. For without that authority the Government could not expend the money constitutionally, and the plan would also have the advantage of keeping up the credit of the colony at home. He should, for these reasons, support the original motion.

Mr. PUGH said he did not like to give a silent vote upon the question before the House, as he had intimated to several honorable members his intention of supporting the motion of the honorable Minister for Lands and Works. He saw no reason to alter his opinions, for he considered that the House and the country were committed to a certain line of policy, and to the gauge which had been adopted. For his part, he had never believed in that gauge, nor did he now, but the experiment, so far, had proved that it would suit the requirements of the country—at any rate, for some time. For that reason he thought it was not advisable to hamper the action of the Government, or to check their endeavor to extend the lines of railway. He should have preferred an extension from Dalby to the Condamine, and between Maryborough and Gayndah; he would not even have objected to a railway from Ipswich to Brisbane. But he thought the resolution carried during the last session, by a large majority, was quite sufficient to commit the House to the construction of the line to Warwick; the plans and sections had been laid on the table of the House, in accordance with the 9th section of the Railway Act, and he confessed that

he felt constrained to differ with his honorable colleague (Mr. Blakeney), and to state that he could see no ground of complaint in the course which had been pursued. He should, therefore, support the original resolutions, and if any honorable member should introduce a measure for a further extension of railways westwards, he should support that also—in fact, measures for the construction of any railways, in moderation, would receive his support, as he believed railway communication tended greatly to advance the interests of the colony. As long as people had to devote weeks and months to what could be done in days, so long would the country be prevented from going a-head. He had been careful in expressing his opinion on this subject, as his conduct might be called into question. He believed he was right in supporting the line to Warwick; but he wished it to be understood that he protested against the Government appropriating to this line the money voted for another without the sanction of the House.

The SECRETARY FOR LANDS AND WORKS said it was not his intention, at that late hour of the night, to follow the arguments which had been advanced by honorable members in opposition to the motion. The honorable member for Rockhampton, in moving his amendment, seemed to labor under the impression that some honorable members might find fault with him for altering his opinion in reference to the resolutions before the House. He could assure the honorable member that for his part, however he might question the wisdom of the honorable member, he should never question his right to vote as he liked. The amendment which he had asked the honorable member for Port Curtis to agree to was, unless he were greatly mistaken, in the handwriting of that honorable member. The arrangement was no doubt a specimen of concentrated action, but he thought the honorable member for Port Curtis should have brought forward the amendment in his own name instead of pawning it upon the honorable member for Rockhampton. It appeared to him that the question before the House had in a great measure been lost sight of. Under the ninth clause of the Railway Act it was stated that “copies of the plans sections and book of reference of every railway which it is intended to construct shall be from time to time prepared by the Government and laid before Parliament and whenever such plans sections and books of reference shall have been approved of by a resolution of both Houses it shall be lawful for the Governor with the advice of the Executive Council to cause lines of railways with all proper works and conveniences connected therewith to be made in accordance with such resolution and to make such orders and directions and for the due carrying out and execution of such works and for the effective direction and control of the said Commissioner and other officers in carrying out and executing the same as shall appear most expedient

for the interests of the public." Honorable members would observe that the resolution placed on the table of the House was drawn up in strict conformity to that clause. But that resolution would not put the Government in possession of funds to carry on the works; the only effect it could have would be to authorise the Government to construct the railway when the House voted the money for the purpose. The honorable member for Port Curtis, for he must regard the amendment as his offspring—not satisfied with getting a line of railway to Westwood; not satisfied with getting the surveys carried on to the Dawson—wanted to bind the Government in such a way that, unless the money were actually voted for the line from Westwood to the Dawson, the Warwick line should not be made. That was the principle upon which the honorable member acted—he might as well ask that the line from Ipswich to Bigge's Camp be stopped, or the line from Toowoomba to Dalby—for it amounted to precisely the same thing. But, whether the line from Westwood were approved of or not, he (the Minister for Lands and Works) submitted that the line from Toowoomba to Warwick stood on a totally different footing—it must be decided upon its own merits. The honorable member for Port Curtis, in speaking to his first amendment, had said he should be quite prepared to see the Government come down to the House with what he termed a comprehensive scheme—the comprehensiveness of the scheme consisting in the amount of money to be wasted—that he was prepared to support the formation of railways to the heart of the colony, even if there were not the tail of a sheep to be seen in the districts through which they passed, for the sole purpose of affording a living to persons arriving in the colony. But it must be recollected that the Government were borrowing money for railway purposes, and he would ask the House what would be thought on the Stock Exchange of any Government who asked for a loan to construct a railway for such a purpose. The credit of the colony would at once sink to its lowest depths. The amendment moved by the honorable member for Rockhampton was perfectly useless, since it was merely brought forward to supersede the resolutions before the House. The surveys of the Dawson line were now being carried out; that was one of those things which an Executive Government must go on with, because unless the surveys were completed, they could not lay the plans, sections, and books of reference on the table of the House. The same remark applied to the Warwick line, and therefore if the honorable member wished to act in a spirit of political honesty, he must withdraw his amendment. There could be no doubt whatever in any reasonable mind that the line of railway to Warwick was, of all railways in the colony, the most needed. In proof of that statement he need only refer to the honorable member for Port Curtis

himself, for no stronger language in favor of that line had been employed in the course of the debate than that which he had made use of. That honorable member had also said a good deal about other lines of railway, and those lines would, no doubt, be duly considered when they were brought forward. But the Warwick railway was imperatively required, and he regretted to have heard that certain honorable members were likely to vote against it that evening. He was sorry to observe that an effort had been made by the honorable member for North Brisbane, and another honorable member, to excite jealousy among the northern members. He trusted the House would discountenance all attempts to introduce class legislation among them. He believed the Government had done as much for the north as any other district. ("No, no," from the Opposition benches.) It was very well to say "no, no," but he affirmed that an inquiry into the real facts of the case would prove that he was justified in making that assertion. As the honorable member for North Brisbane (Mr. Pugh) had observed, the Government had brought forward the resolution because the House were pledged to the Warwick railway; they would have failed in their duty to the country if they had neglected to do so. As honorable members had, by that time, in all probability made up their minds as to the way in which they intended to vote, he felt it unnecessary to make any further observations, and would only, in conclusion, express a hope that every honorable member who voted on the question would be able to give a good account of himself.

Mr. DOUGLAS said the honorable gentleman who had spoken last had, as usual, at that stage of the debate, waxed very warm in his address to the House. The honorable gentleman had alluded to him as having been in confidential communication with the honorable member for Rockhampton. He (Mr. Douglas) had perhaps a little hesitation in admitting that to have been the case; but, in fact, it was what honorable members were bound to do. It might possibly be considered by some honorable members who appeared to be placed in a doubtful position by the resolutions before the House, that there was some hope of a wholesome opposition, and that an amendment coming from him might possibly carry with it some weight. His plea, and that of honorable members who sided with him, was, that the interests of the several districts should be considered at the same time, and that no undue preference should be given to the south. If the resources of the country were in such a condition as to enable the House to authorise a large expenditure for railway purposes, the claims of all the districts should be taken into consideration. For such works were an investment of the capital of the colony, and the time might come when the credit of the colony would not be so good and the funds

might not be obtained so advantageously. There was one remark made by the honorable Minister for Lands and Works to which he could not consent; it was that, if the Government had not brought forward the resolution in favor of the Warwick railway, they would have failed in their duty to the country, because it had been approved of during the last session by a majority of the House. If that were the case, and the Government had been of the same opinion throughout, how was it that no intimation of their intention was given when they introduced their policy at the commencement of the session? How was it that there was no allusion to the Warwick railway in the Vice-regal Speech? It was of no use to gloss over the matter, or to attempt to blink the question; the Government were bound by every principle of justice and honor to come down to the House and ask for a loan to carry out the work. But no such sum appeared in the Estimates, and the Government had no intention of asking for the money during that session; they were going to spend a portion of it, but were not going to ask the House for a vote, for fear of damaging their credit in the money market at home. Was not that a palpable falsehood to the world? They were going to blink the question much in the same way as the bird mentioned in the old fable, who hid his head in the sand and fancied himself secure. The Government had declared, in the Governor's Speech, at the opening of Parliament, that they were not going to construct any more railways during the present year, and yet they attempted, by a side wind, to carry out the line to Warwick. He had already, both theoretically and practically, expressed himself in favor of that line; but he objected to such jesuitical principles. He would gladly support the Government in any defined policy in which after a certain period, say five or six years, a much larger railway scheme should be carried out, in which there should be a fair and equal division of capital. The mere fact that the Government expended large sums in the Moreton Bay and Darling Downs districts attracted capital and enterprise to these portions of the colony, and withdrew them from others. That false policy was now beginning to tell; and it was a fact that many persons were leaving the northern districts, because they saw more profitable openings in the south. The opposition, therefore, who represented those who suffered, could not be blamed for showing to the House that this was not a mere question of a railway to Warwick, but one which included the very existence of the northern districts. They had a partnership in the general proprietary and a right to an equal share in the investment of capital.

Mr. WALSH said, he had several times been taunted with his ignorance by members of the Government; but he had read most loyally the proceedings of the House for the

first session or two, and had found that the more he read, the more he got involved. He had found that no sooner was one Bill introduced than another was framed which entirely destroyed it; and after one or two years of serious study, he had found that the more he read the less he knew. The question before the House, as he had endeavored to show, was one of the greatest importance to the colony,—it was one of sufficient importance to the Ministry, to show the country whether they were fitted to hold their position or not. From what he had heard, he believed that they had given their support to a measure which they did not believe in their hearts to be necessary, and nearly half a million of money would be wasted in carrying it out, for not one single figure had been quoted in reference to traffic, or expected traffic, on the line in question which could justify such a proceeding. And they had heard the honorable member for the Maranoa state that, in the district he represented, there had not been a single farthing expended by the Government, not even so much as a paltry lock-up erected—nothing, in fact, to show that the Government recognised the district as belonging to the colony. Yet, while this was the case, honorable members were called upon to authorise the expenditure for one district, at no great distance from the capital, which had hitherto monopolised nearly all the public funds of the colony, of an enormous sum of money, without one proof that it was called for, or necessary. The House were asked to make a railway for the benefit of the city, and not the colony at large. He might be very ignorant of the proceedings of the House, and he should certainly consider himself so if he were to sanction the carrying out of such an important measure, with the small amount of information which had been afforded in support of it. If he were deemed ignorant on that account, he must say that other honorable members were in the same position, but he believed a greater ignorance of the history and requirements of the colony was betrayed by those who supported it. He had been surprised to hear the honorable member at the head of the Government assert that the north had received its fair share of expenditure. He (Mr. Walsh) affirmed that the money expended upon it had borne no proportion to the contributions it had made to the revenue of the colony. It was something like the expenditure which had been given to the Maranoa—literally nothing. The fact was, and he fearlessly asserted it, the colony, in the eyes of the world, in its colonial fame, was languishing—it was retrograding; and the reason was, it was suffering under the cold shade of Brisbane. He had said that years ago, and he repeated it,—the colony was sacrificed to benefit Brisbane. The whole argument on his side of the House appeared to be, not whether the railway would benefit Warwick, but whether it would be advan-

tageous to Brisbane, Honorable members on that side of the House had in fact been almost as contradictory in their reasoning as the honorable members on the Government benches. He might, perhaps, except the honorable member sitting at his side (Mr. Pugh), who took a more comprehensive view of the subject. He (Mr. Walsh) looked at the question before the House as a public question, and he trusted honorable members would agree with him, that all questions of the kind, brought forward for political purposes, with a view to keep the present Ministry in power—which were entirely questions between the Government and their supporters—should be looked upon with distrust; and he hoped those members who were young in the House would show that they had not been contaminated by the sophistry which had been employed in advocating the measure.

The ATTORNEY-GENERAL expressed his surprise that the question of a railway policy should have been discussed again, since it was upon that policy the House had been dissolved, and upon which the Ministry had been returned. The time might come when the whole question would have to be debated over again; but, in the meantime, a certain policy had been affirmed, to which the House were committed as much as they were committed to the 3 feet 6 inches gauge. The honorable member for Port Curtis, finding that he was not likely to carry his own amendment, had held a consultation with the honorable member for Rockhampton, and prevailed upon that gentleman to move a second amendment, and he had then endeavored, with apparent honesty, to persuade the House that he was in constant communication with the honorable member, and that they had previously decided upon taking that course. He (the Attorney-General) was sorry to find that the honorable member for Rockhampton has suffered himself to be so easily cajoled; he thought the honorable gentleman would have had more experience in that kind of political chicanery. It was plain that the honorable member for Port Curtis did not think of the amendment before, since he could not have been aware that it was required, until he saw the first amendment would not be carried. That was the kind of political honesty he displayed, when he got up and charged the Ministry with every kind of abuse. But the honorable member had let the cat out of the bag. If the honorable member was a good debater, and had common prudence, he would never have got up and talked to the Minister for Lands and Works in the way he had done, and exposed his little political dishonesty. He had made charges against the Government, and seemed very determined to have an answer, although he could have got it, as he (the Attorney-General) understood, or he might have taken it from the opening address of the Secretary for Lands and Works. He was also told by the Treasurer, and also by

the Colonial Secretary, who repeated the positive assertion on the part of the Government, that the money would not be expended without the sanction of the House. Why, then, should the honorable member come down and charge the Government with political delinquency?—with not putting into His Excellency's Speech that they were prepared to borrow the money? How could the Government put that in the Speech when they never intended to borrow? It would have been foolish to ask the Governor to say it; it was foolish that they should be called upon to put in the Speech what they never intended to do. The honorable member thoroughly misunderstood the question. Some honorable members did understand its merits; and the honorable members for Warwick and the Darling Downs supported it for that reason. Others were going to vote against it, because they had no railway in the north; another, because the line was not self-supporting; another, because he wanted a railway to some place he represented; and another wanted one to the Warrego. He (the Attorney-General) wanted to hear some reason why the motion should not be carried. The honorable member at the head of the Government had stated very clearly to the House that a resolution was passed last session to address the Governor, requesting that provision should be made for the railway from Toowoomba to Warwick on the Loan Estimate for 1865. It had been said by several honorable members that because the Loan Estimate was not brought forward, the Government had no right to prepare the plans, sections, and book of reference of the railway. He had yet to learn that because the Loan Estimate was not brought forward, and because it was not the policy of the Government to bring it forward, they could not proceed with the work. When no money was to be expended without the sanction of the House, what did it matter when the Loan Estimate would be brought forward? When the Government wanted money they would ask for it. Plans, sections, and book of reference were not to be got up in a day; and the Government were bound by law to bring them forward for the approval of the House. Hence this resolution. If the Government had come down to the House and asked for the money on the Loan Estimate, the first question would be—"Where are your plans, sections, and book of reference?" and they would be sent off for a couple of years to prepare them. The Government had got the plans, sections, and book of reference, in accordance with the Railway Act—they had done everything to prevent delay. The estimated expense of the line could not be ascertained without those necessary documents, and there they were; and the motion was that they be approved of by the House. Yet honorable members opposed the motion, without having ever looked into the rolls of papers on the table—without having examined the

engineer before a select committee, to ascertain the nature of the works; nor had they done anything else which would enable them to discover any grounds for the course they took. In all that had been said by the leaders of the Opposition—there were so many that he did not know who really was leader—he failed to discover one single argument why this motion should not be carried, and why the railway should not be proceeded with as proposed. When a railway policy had been framed and approved of by a majority of the House, and money had been provided, if railways were to be carried throughout the colony, it was not for the benefit of the colony that honorable members should come forward at this time and try to stop the works because more money was not asked for—and it would not be asked for, for some time to come—to stop them by a factious opposition. That was the nature of the speech of the honorable member for Port Curtis. Because the railway was to go to Warwick, and not to the place the honorable member for Port Curtis wished, it should be stopped. Was that the reason why the whole railway system of the country was to be interrupted? What was the good of the Railway Loan Act if the public policy was to be interfered with on such frivolous pretences? If such unreasoning opposition were effectual, there would be no railways at all.

MR. BLAKENEY said, if ever the apple of discord had been thrown down in the House, it was by the honorable and learned Attorney-General. He, like many other honorable members on the ministerial side of the House, indulged in personal allusions; though not one word of the kind had been heard on the other side. The first who attempted it was the honorable member for the Eastern Downs, and he was followed to the utmost extent by that most disinterested character, the purest being that ever entered this or any other House, the honorable member for Warwick, who had no interest in the land on the Downs and who was, with many other squatters, to be ruined by the railway. Well, the House had heard of the Gladfield Reserve, and they all knew what that was got at, and they knew at what it would be charged. It was too notorious how those honorable members were influenced. Let them enjoy their possessions; but let the House not hear them boasting of their disinterestedness, or telling that the railway would ruin them. His honorable and learned friend who last addressed the House had thrown out an insinuation against himself (Mr. Blakeney) that he was always against railways. He did consistently oppose the principle two sessions since; but he had said nothing on the present occasion against it, because it was admitted that so far as that principle had been tried, it was a success; and no being in this colony would be happier than he if it should ultimately prove a success. Let not the honorable the Attorney-

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General, therefore, throw out against him those hackneyed expressions that he was so much in the habit of using. The Government said there was to be no loan; but he (Mr. Blakeney) contended that if the House agreed to the motion, it would be virtually assenting to a loan. They had said frankly, that if the motion was carried, they would go on with the works. They, in effect, said—“We have £800,000 that you have voted us, and as the present works take a long time to complete, we shall go on with the others; and, meantime, we will put our debentures—those for the Dalby railway—out under false colors, and we shall get a good price for them.” That was not the legitimate way to get money. The Government ought to let the public know what was wanted—that £300,000 more was required for the Warwick railway. With reference to what had been said by the honorable member (Mr. R. Cribb) who sat on his (Mr. Blakeney's) side of the House and voted with the other, and against whom he had to complain for his political dodging; he replied that he was not afraid to go before his constituents; and he challenged any honorable member of the House to say that he had been inconsistent with those principles which he held since he came into the Assembly. Was it a proper and honest way for the Government of a colony that had a very high credit in the mother country, to say—“Let us make our railway, and we can get the money as we require it?” He called upon honorable members to act in this matter for the advantage of the colony at large, and not for particular constituencies. He made it a great boast that the members of the metropolitan districts had, with perhaps one solitary exception, always supported the heretofore unrepresented districts of the north. He hoped, now that the north was represented, that things would go on more equitably. Why should not the main lines of railway of the colony be made before the branches? He admitted the strong claims of Warwick—the garden of the colony; but, looking to the western districts, he asked how were they to be served by a branch line from Toowoomba to Warwick?—and where was the money to come from to construct the main lines, if the colony's credit was pledged for branches? It would be better if there were less indulgence in personal allusions in the House; and it would raise the tone of the House higher, not only here, but in the neighboring colonies.

MR. FORBES said he should not have risen at this stage of the debate, but for the misrepresentations as to what he had said, and for a few personal allusions that had been made towards him. In this House, he looked upon every honorable member as a gentleman, and he considered that the acts of the members should be ruled by gentlemanly conduct; and he could not think that scurrilous personal allusions were gentlemanly. He treated them as the spasmodic utterings of a weak scolding woman, or as the screech-

ing of a wild cockatoo; and he pitied the ignorance of those honorable members who made such allusions. He pitied the ignorance and purse-proud presumption of the honorable member for the Eastern Downs. If he had the wealth of Cræsus and the patrimony of princes, he would not respect him. "An honest man's the noblest work of God." Could he respect those who boasted of their wealth; who tried to brow-beat honorable members on the opposite side of the House for their humility; who would, if they could, debar them from the freedom of speech? Those steps had been taken towards him since he had been returned for the constituency that he now represented; but there was one thing that he might state—that he had brought prominently before the House and the country the frontier districts, which had been unrepresented so long. It had been stated that he had asked for a line of railway to be carried forward to the Warrego. He had not mentioned the word until this time; it had been furthest from his thoughts. He had stated that he thought it was the duty of the Government, first of all, to form the grand trunk lines before they proceeded with the bye or branch lines. He still thought that they ought to do so; and if the trunk lines were to be stopped for the purpose of making this line to Warwick, and no other part of the country were to participate in the benefits of railway, he would certainly oppose it.

Mr. McLEAN said he presumed that the honorable member for the Warrego alluded to him personally in the remarks he had just made. At the time he (Mr. McLean) unintentionally drifted into private matters—so soon as it was brought to his notice—he openly, and at once, apologised personally to the honorable member for having done so. Since that he had met the honorable member outside of the House, and he apologised and shook hands with him. Now, he did not think the honorable member should accuse him of ignorance after that—he did not understand such conduct—it was not the conduct of a gentleman—neither was it such conduct as one honorable member of the House should meet in another. If the honorable member had not condoned the offence, he should not have accepted his apology. He (Mr. McLean) had openly apologised for having referred to private affairs, and with his explanation the honorable member ought to have been satisfied. However, if he was not satisfied, he (Mr. McLean) could do without the honorable gentleman's friendship; he would not ask it again—he would certainly not court it. With regard to what the honorable member for North Brisbane, Mr. Blakeney, had said at an early stage of the debate, he thought he might make some remark. Figures could not be contorted into all shapes. The honorable member had made out that from the indebtedness of the colony, we were paying at the

present time £100,000 a year in interest on debentures. He (Mr. McLean) denied that allegation, and he emphatically stated that we were not paying half that amount. He believed that if the whole of the loans passed by the House were negotiated, the interest payable might be something approaching the honorable member's figures. Half of the loans had not yet been realised, and surely we were not paying half the interest. Honorable members opposite did not stick at figures, and they were not unwilling to mislead the House; so he thought it desirable to prevent misunderstanding. Referring to certain arguments used by the honorable member for Maryborough, he condemned the course taken by that honorable gentleman.

Mr. WALSH rose to order, and, in explanation, said that the honorable member for Eastern Downs was misrepresenting him.

Mr. McLEAN having repeated his previous statements,

Mr. WALSH again rose, and appealed to the chair.

The SPEAKER said: The honorable member (Mr. Walsh) having denied a statement, I hope the honorable member for the Eastern Downs will not repeat it.

Mr. McLEAN said there were several allusions which had been made during the evening to the absurdity of making a railway from Toowoomba to the border of New South Wales. He could tell honorable members that he had very lately travelled on a railway in the colony of Victoria that took him to the border of New South Wales. The country through which the line went was nothing like the Darling Downs; it was nothing but dust, but quite as black as the blackest part of Egypt, and though it was said that there was something like salt-bush there, he could not see it. The Government of Victoria got a good deal of revenue from the line. He did not, therefore, see why the railway to Warwick should not combine the usefulness of developing the country and resources of the Downs, with the profitableness of an extra revenue from the traffic between the northern part of New South Wales and our seaboard.

Mr. LILLEY said he thought he might congratulate himself that he had been an attentive and, he hoped, a disinterested listener to the arguments on both sides of the House, and he was happy to say that he could state briefly the conclusion he had come to. He admitted, in the beginning, he was in favor of the original motion, yet that had not in any way, he hoped, influenced his judgment while listening to the arguments of honorable members; he had endeavored to give an unbiassed judgment upon them. And while he admitted that he felt the Government were doing their duty to the country, he gave his cordial support to the motion. He could safely say that the absence or presence of no honorable member could influence him; on this question he was secure. It appeared to him, notwithstanding

the assertions of his honorable friend the member for Western Downs, that he had spent so many years in the agricultural experiment of growing a cabbage, from the admissions on both sides of the House, that the Warwick district was a fruitful district; and, having in view, as it had been emphatically said, that Warwick was the garden and granary of the colony, he looked upon it as the great magazine which would send its produce, not into Brisbane alone—to feed this bloated cold shade!—but to all parts of the colony, to the east, and to the west, and to the north; and, consequently, he would give his vote for the railway. Could he believe that the Government were dishonest as regarded their proposed cash arrangements for the railway to Warwick, leaving out of consideration the northern interests, he would vote against them. He had voted on every occasion to give advantages to the northern districts; and honorable members, he was sure, would not think that he was in any way disposed to swerve from that line of conduct because he should give his support as far as he reasonably could to the projected railways in the north, and he would heartily support railways in the west. He hoped that honorable members for the northern and western districts would dismiss from their minds any idea that amongst the members for Brisbane there was any intention whatever to stop the progress of railways in those important districts. They need feel no jealousy, no uneasiness, no alarm on that score. He trusted they would give the Government a hearty support on this occasion; and when the northern and western lines were proposed, the Brisbane members would give them a hearty support. He called upon the honorable member for the Western Downs to vote for the motion. The other night that honorable member said he should be very glad to see a line of railway right through the country to the Gulf of Carpentaria. The Warwick line would be an instalment towards the realization of that magnificent project, and would connect it with the southern colonies of New South Wales and Victoria.

Mr. WATTS said he must give the honorable member for Fortitude Valley his answer in two words—"I cannot." He never changed his opinion; and he was quite sure that the course he pursued on this occasion was the right one. He should not be sorry if the motion was carried, but he would vote for neither the motion nor the amendment.

Mr. BROOKES said he declined placing himself under the political protection of the honorable member for Fortitude Valley, and he did not intend to allow his opinions to influence him. He would very much rather that it should go forth to that portion of the colony which was so wealthy, and so important, and which would some day place the small constituency of Brisbane in a very different light from what it was in at present, that he and some other members did

recognise that there was some place in the colony besides Warwick, and some other interests besides Brisbane interests. He denied the statement of the honorable the Attorney-General that the railway policy had been affirmed by the people; he said that the interests of the Darling Downs squatters were the interests of the Ministry; and against them he now stood up in the House and pleaded for the interests of the central and northern districts. Various attempts had been made to mislead honorable members, by the assertion that those who voted for the amendment wished to stop the railways. He denied the reasonableness and justice of any such construction of the conduct of honorable members who opposed the motion; and he contended that the fact of the honorable member for Western Downs, one of the oldest and most experienced colonists in Queensland, being unable to support the motion, was worth a sack full of such arguments as the House had heard from the honorable member for Fortitude Valley.

The question was put—"That the words proposed to be omitted stand part of the question"; and the House divided.

Ayes, 15.		Noes, 11.	
Mr. Herbert		Mr. Blakeney	
" Pring		" Mackenzie	
" Macalister		" Fitzsimmons	
" Bell		" Brookes	
" Groom		" Miles	
" R. Cribb		" Dalrymple	
" Watts		" Royds	
" Pugh		" Coxen	
" Stephens		" Douglas	} Tellers.
" Lilley		" Walsh	
" Wienholt			
" Edmondstone			
Dr. Challinor			
Mr. B. Cribb	} Tellers.		
" McLean			

Original question then put; the House divided.

Ayes, 15.		Noes, 9.	
Mr. Herbert		Mr. Douglas	
" Pring		" Walsh	
" Macalister		" Brookes	
" Bell		" Fitzsimmons	
" Groom		" Dalrymple	
" Pugh		" Miles	
" McLean		" Watts	
" B. Cribb		" Mackenzie	} Tellers.
" Stephens		" Blakeney	
" Lilley			
" Wienholt			
" Edmondstone			
Dr. Challinor			
Mr. Coxen	} Tellers.		
" R. Cribb			

#### CHURCH OF ENGLAND BILL.

Mr. WALSH moved, pursuant to notice,—  
"That the prayer of the petition, presented by him on the 23rd instant, be taken into consideration." He said the petitioners asked to be heard, by counsel, at the Bar of the House before the Bill which had been introduced by

the honorable member for the Burnett, passed into committee. He did not suppose there could be any objection to the motion, as honorable members who had given the subject their consideration would no doubt be glad to receive such suggestions as the petitioners would be able to offer on a matter in which the latter were deeply interested.

The COLONIAL SECRETARY called the attention of honorable members to the great inconvenience which would arise if the House assented to the motion. He had every desire that the clergymen of the Church of England should be fully represented in the matter; but he must point out that the honorable member who introduced the Bill had proposed to refer it to a select committee, and it was impossible to say what the provisions of the Bill would be after it had passed the committee. No advantage could be gained by hearing counsel at the Bar of the House at the present stage of proceeding.

After a short debate the motion was negatived on division.

Ayes, 7.		Noes, 17.	
Mr. Lilley		Mr. Herbert	
„ Brookes		„ Bell	
„ Groom		„ Pring	
„ Forbes		„ Mackenzie	
„ Douglas		„ Dalrymple	
„ Cribb	} Tellers.	„ Pugh	
„ Walsh		„ Royds	
		Dr. Challinor	
		Mr. Macalister	
		„ Wienholt	
		„ B. Cribb	
		„ Miles	
		„ Stephens	
		„ McLean	
		„ Watts	
		„ Blakeney	} Tellers.
		„ Coxen	