

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

WEDNESDAY, 14 JUNE 1865

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LEGISLATIVE ASSEMBLY.

Wednesday, 14 June, 1865.

Encouragement of Sericulture.—Railway to Condamine.—
Railway between Ipswich and Brisbane.

ENCOURAGEMENT OF SERICULTURE.

Mr. COXEN, pursuant to amended notice, moved the following resolutions:—“(1.) That this House, having had under consideration the project of Messrs. Asselin and Brady for the growth of silk in this colony, as set forth in the correspondence between those gentlemen and the Government, now upon the table of the House, is of opinion that the importance of establishing so valuable an industry, justifies reasonable encouragement being accorded to this project by Parliament. (2.) That the Government be, therefore, empowered to accede to the application of Messrs. Asselin and Brady, upon the following conditions, viz.:—1. That the portion of land leased for this purpose shall not exceed five thousand acres, for a term of not more than seven years, and shall be subject to an annual rental of two pounds per section of 640 acres. 2. That the Government, by their officers, shall periodically inspect the plantation, and shall be at liberty to determine the lease at any time that it shall appear to them that the character or extent of the improvements do not justify its continuance. 3. That at the end of the lease, or at any time during its currency after the expiration of the first two years, the lessees may, with the consent of the Government, purchase the improved land at the rate of 20s. per acre.” He observed that in looking over the correspondence between Messrs. Asselin and Brady and the Government, he found very great advantages would be derived by the colony if, by the experiment proposed, it should be proved that silk could be produced here at a profit. The gentlemen named were willing to make the experiment; having had some conversation with them, and having some little knowledge himself, he was induced to hope—in fact, he very strongly hoped—that they had entered upon the matter with sufficient chances of success to warrant the House in giving them some assistance. It appeared from the correspondence that they asked for what might seem to honorable members a very large quantity of land—he thought, more than the House would be warranted in granting;—and he had, therefore, reduced it

in his resolutions to five thousand acres, at the least. That might appear very much to honorable members who were not acquainted with the cultivation of silk. If, however, they would take the trouble to enter into a calculation, they would find that it took a large quantity of land to provide a sufficiency of food for silkworms. One hundred acres of mulberry trees properly planted, would not provide, when in full bearing—which was at seven years old—more than sufficient for the production of 2,500 or 3,000 pounds of silk per annum; that was at the rate of from twenty-five to thirty-five pounds per acre. Honorable members would therefore see at once how very desirable it was that a large area of land should be set aside for the purpose contemplated by the motion. He had fixed the term of lease at seven years, because it would be fully, or nearly that time, before the mulberry trees could be considered sufficiently aged to produce the proper quantity of food to render the production of silk profitable. It might be asked: what would Messrs. Asselin and Brady do in the meantime? They would provide for the silkworms by having the plants broadcast on the land, to supply food during the growth of the large trees. The rent might, likewise, appear very small; but if honorable members would consider that it was the same rate as was paid now for land used for squatting purposes in the coast districts, they would see that the revenue would not suffer by the transaction. It would be paid for land which was to be used for an experiment, that might or might not succeed; but whatever the result, the revenue would not be decreased thereby. The second resolution was one of very wide scope. It left large powers in the hands of the Government, which he thought were very desirable in this case. He was not sufficiently versed in the growth of the mulberry to know in what way to set down the scale of improvements which should be considered encouraging enough to justify the continuance of the lease, and to show that the land was not held upon mere speculation. The Government would periodically cause the land to be inspected, and if they found that the undertaking had not been entered into with spirit and good-will, to carry out the object of the resolutions, they could discontinue the lease at any time they thought desirable. Therefore, the House would see that the arrangement was as equitable as any that had been made before. So many projects of this kind were brought forward, that he felt confident, from a conversation he had had with the honorable the Colonial Secretary and other Ministers, the Government were not disposed to look upon his motion too favorably. Silk culture was an experiment. Should it succeed, it would be of very great value to the colony. He did not think they were inclined to grant any greater concessions in its favor than he

now asked for; and those he considered reasonable. Some objections had been made to the third resolution, to the effect that the persons named ought not to be allowed to come in and buy land at twenty shillings an acre, as improved. He could not see that that was a great concession, when he found that large portions of land were being continually asked for and set aside in agricultural reserves at twenty shillings an acre, on condition of being improved. Therefore, he was not asking the House for too much, when he asked for land to be given to Messrs. Asselin and Brady, upon conditions of a similar character.

Mr. FORBES observed that though it might be all very fine for the honorable member to bring forward resolutions for promoting the growth of silk, and for adding it to the industries of the colony; at first sight, the matter looked like a little bit of land-jobbing speculation. He had known companies to have been formed in New South Wales for the purpose of growing silk, with large capital, and in every instance they had turned out a failure; and that, too, in the old times, when labor was cheap, there being convicts to do the work of planting the mulberry trees. The principle of the resolutions was absolutely wrong. Being a commercial enterprise with the persons named, he did not think it was the duty of the Government or the country to foster silk-growing in the manner proposed. The House saw what the cotton regulations had brought about—cotton cultivation had turned out nearly a failure. He knew of persons engaging in silk cultivation here, and some of them had taken the trouble to send samples of silk to England, and they were quite satisfied that the colony would grow silk of good quality. He had seen the report of gentlemen in England competent to give an opinion, and it was very favorable. If the motion were right in principle, he should vote for it; but the House knew nothing of those gentlemen who wanted the five thousand acres of land for seven years—which, if they got it, would be a nice little job for them. He felt perfectly sure that they would not put twenty acres of the land under cultivation; and, by the end of the seven years, there would not be five acres of mulberry trees. After that, horses and cattle would be turned in to destroy the cultivation. He must oppose such a will-o'-the-wisp affair as this motion was.

The COLONIAL SECRETARY said he certainly thought the honorable member for Northern Downs had no idea of being a party to a jobbing speculation of the sort indicated by the honorable member who last addressed the House; and he knew perfectly well that the honorable member opposite (Mr. Forbes) did not intend to insinuate anything of that kind. He must say he had told the honorable member for the Northern Downs, when he consulted him upon the subject, that the Government would not offer any opposition to his motion; but

they did not look upon it as partaking of the nature of a job. The Government had not brought it before the House, and honorable members could see, therefore, that they had some considerable doubts as to the desirability of their introducing such a motion. He did think it well that an independent member should have brought it forward, for the House freely to express their opinion upon it. In the colony of Victoria a good deal of money had been expended to promote the cultivation of silk, the olive, and the vine, by the labor of Italians; and there the colonists anticipated considerable advantage from it. That the resolutions did not open the field of speculation for others, but confined the proposed concession to one firm, might be a cause of objection as well as one of favor. But he thought it was not well that people should be induced to rush into speculation, until it was proved whether or not there were reasonable chances of success. This was a matter which the Government desired to leave entirely in the hands of the House. It did not appear that the revenue could be at all less, or that the country would be a loser in any way, if the resolutions were carried. If the silk experiment failed, not a shilling of revenue would be lost, and the House might, therefore, consider the motion upon the simple ground of giving the experiment a trial.

Mr. HALY said he did not see, like the honorable member for the Warrego, how the subject of the resolutions could be a job; for the Government had power to overlook the plantation. He, as a squatter, wished to see other products in the colony besides wool and tallow, and he should certainly support the motion.

Mr. R. CRIBB supported the resolutions. He should not have supported an application for a grant of land; because, under the cotton regulations, grants of land were made for no commensurate benefit to the colony. In the present case, the Government would get the money for the land leased or purchased. If the scheme of silk cultivation should not prove successful, some good might arise from the introduction to the colony of other new products by the persons most interested in the subject of the resolutions.

Mr. COXEN, in reply, remarked that the honorable member for the Warrego appeared to misunderstand the question when he spoke of jobbery in connection with it. He gave him credit for more knowledge. How the scheme could be termed a job, he could not see. The fact was, that certain persons proposed, if they received a little encouragement, to introduce capital, and to undertake a certain industry, in which they would spend their capital; and, if they succeeded, it would be a profitable job to the colony. What did they ask for?—what were they to get? The use of five thousand acres of land, at the same price as the squatters paid for their grazing lands in the coast districts. He did not see what the House or the country had to dread from this concession. What

was the whole area of land required, that apprehensions should arise that it would be run over by cattle? What could honorable members say—or what would the people outside say—if they, with so many acres for their own stock to run over, refused five thousand acres for such a purpose as it was now asked for? He doubted very much if the honorable member knew what he was saying when he made such objections to the motion. As to the attempt to form a silk company at Sydney, the honorable member was right in saying that it had failed; but he had not stated the reasons why it had failed. Now he (Mr. Coxen) had some information on that subject. He knew that the management had fallen into the hands of a person who knew very little of silk culture; because, a member of his own family had given that person the first eggs, worms, and cocoons, and the worms were destroyed by over-feeding. There was not sufficient capital; in fact, the company had been started by a sort of voluntary contribution. It did fail; but what did that prove? It did not prove that silk could not be produced here—that we could not grow the mulberry, feed the worms, get the eggs, and use the cocoons. Therefore, the honorable member's argument went for nothing. He (Mr. Coxen) was really surprised at the opposition to the motion. No harm could possibly result to the colony from giving the persons named the use of five thousand acres of land for their valuable experiment. Nothing would be lost, but a great deal might be gained. We were very ignorant of many products that it was desirable to introduce to this colony, and with which the experience of the parties named in the resolutions would make us acquainted; besides silk, the fir, the olive, the vine, and many others hardly less valuable. By the introduction of labor skilled in their cultivation, we could be taught a great deal, and the colony would have the advantage of all the experience of those who might be brought here.

The question was then put, and resolved in the affirmative, upon a division, as under:—

Ayes, 20.	Noes, 6.
Mr. Herbert	Mr. Taylor
„ Pring	„ Forbes
„ Macalister	Dr. Challinor
„ Bell	Mr. Lilley
„ Blakeney	„ Miles
„ Coxen	„ McLean } Tellers.
„ R. Cribb	
„ Mackenzie	
„ Fitzsimmons	
„ Royds	
„ Stephens	
„ Walsh	
„ Haly	
„ Brookes	
„ Wienholt	
„ Edmonstone	
„ Pugh	
„ Douglas	
„ B. Cribb	
„ Davis } Tellers.	

RAILWAY TO CONDAMINE.

MR. MILES, on rising to move the resolutions standing in his name with reference to the advantage of a further extension of the railway, said he could not advocate them on the ground that the land in the neighborhood of Condamine township was agricultural; and he freely confessed that he could not bring forward the same arguments in their favor, in that respect, as were so strongly urged on behalf of the Warwick extension, the other day—that it was to benefit a large agricultural interest there. However, he thought he should be in a position to point out to honorable members that if the south-western districts could not produce wheat, they could produce tallow and hides, which he thought were, perhaps, something more substantial. There was a very large number of cattle in that locality. He believed he was justified in saying that, at the very lowest calculation, if the line of railway were carried out, the export of tallow and hides would amount to £50,000 or £60,000 a year; and, he believed, that would be considered as equivalent to wheat, which had been so much talked about on the other line. Over and above that, the line would give facilities for conveying the fat wethers from the interior to supply the residents of the city of Brisbane and other places with meat; and would thereby place the settlers of those distant districts in the same position as the men of the Darling Downs, who were much nearer to the market now. He thought, further, that a large carrying trade might be expected on the line for those districts. But those were not the only grounds on which he advocated the extension of the railway to Condamine; the chief ground was, to secure the western trade—the trade of Maranoa and Warrego, which now, in a great measure, was passing from the Maranoa, over the border, into New South Wales; and from Warrego, by way of Fort Bourke, into Victoria. This was an object not to be lost sight of by the House. He believed that at this time, there were about 900,000 sheep in those two districts; and from the character of the country—as they had heard it described by the honorable member for the Warrego a few evenings ago—he was justified in saying that they might look forward to having, in three years more, 3,000,000 of sheep. The House would be wanting in their duty to the country if they did not provide for the conveyance of the produce of those districts to our own ports, and for concentrating their trade within the colony; and so deprive other colonies of the advantages that this colony should reap. He found that goods could be conveyed from Melbourne to Fort Bourke, and delivered there, at something like £10 a ton, owing to the facilities by rail and water that had been already provided by the southern colonies; and, therefore, he thought the extension of our railways to the Condamine would secure the trade of that very important country which he had named,

by giving the advantages of communication and conveyance to this colony. The House had, certainly, heard a great deal about the Warrego district from the honorable member who represented it; and he could bear out what had been said in its favor. But, he thought the honorable member might, at the same time, have made mention of some other country which was equally as good, if not, better;—he (Mr. Miles) mentioned the Fitzroy Downs, which were equal in quality to any land in Australia. There was another thing which ought not to be lost sight of—it was only a question of time;—at no distant day the House might expect to be called upon to consider it. We could not expect to hold the whole of the northern territory, but that a portion of it would eventually be locked up. If the trade of the two important districts of Warrego and Maranoa were lost, what would the city become? Nothing more than a cabbage garden. He desired to impress upon honorable members that, after all, the resolutions did not ask for any great expenditure;—they simply authorised the Government to make the necessary surveys, and, at some future time, the House would authorise the Government to borrow the money to construct the line of railway. He maintained that if railways were to have a fair trial, it was necessary that they should be extended into the interior. He believed he was justified in stating that not a single sixpence had ever been expended on the road between Dalby and Condamine; and this was the time to come forward to prevent the Government throwing away thousands of pounds in bog-holes. It had been asserted in the House, time after time, that the cheapest system of roads was a system of railways, and this was the time for the House to assert the principle that no money should be thrown away in making and repairing roads. He might, in conclusion, say, that there were no engineering difficulties on the line, which passed through a flat country, and there was every facility for the construction of the railway he proposed. He, therefore, begged to move—“(1.) That owing to the rapid extension of pastoral settlement in the western portions of this colony, it is expedient that the railway surveys should be extended on the south-western line. (2.) That such extended surveys shall be made as far as Condamine township during the next twelve months. (3.) That the plans, sections, and book of reference, relating to the above line, be laid on the table of this House as soon as convenient next session of Parliament, and that the Government be then authorised to raise a loan for the purpose of constructing the said line.”

The SECRETARY FOR LANDS AND WORKS: If I might advise the honorable member for Maranoa, unless he is pledged to submit his motion to the House, I would recommend him to withdraw it; because I do not see that it would at all advance the great object the honorable

member has in view. I do admit that when the question of railways was first submitted to the House, the importance of carrying a line to the westward was dwelt upon at considerable length by myself. No doubt, in Maranoa and Warrego, we have country certainly as fine as any other portion of Queensland; and, I believe, in larger tracts. I believe the honorable member who has urged the motion, has somewhat mis-stated the importance of those districts. I believe that instead of 900,000 sheep in the districts of Maranoa and Warrego, the number is something about 2,000,000. I must state, however, that—the honorable member having asserted that if we make the railway, there will be produce worth £50,000 or £60,000 to be conveyed by it—if that is all we are likely to carry, it does not justify our proceeding with this line. The expenses of the line for twelve months would almost amount to that sum. The honorable member had forgotten to state that the length of the line he asked the Government to survey was no less than ninety miles. It would be impossible to effect the survey of a distance of ninety miles in twelve months; and it is to be remembered that, although the country between Dalby and Condamine is flat—I fear too flat—it is a country surrounded on all sides by scrubs; and an engineer will require to take especial care to survey his road through them. Again, I am not at all satisfied that the Condamine township, when a railway is determined upon, should be the terminus; I believe it is too much to the south, and that the line must go further north than the Condamine township. It is highly desirable, when we are borrowing money for making certain lines of railway, that at any rate we should have one main line finished and in operation before we pledge ourselves to any other lines. I am much afraid that if we go into the market and borrow all the money we require for the whole of the lines, we shall have a larger amount of interest to pay than is desirable, before we have any opportunity to secure a return. I would advise the honorable member to have a little patience, and to wait until our main line, at all events, reaches Toowoomba;—then we can determine whether or not our railways will be self-supporting. If they be, I agree with the honorable member that there is no line in the colony more imperatively demanded than one to the westward; and then I shall readily go with him. No doubt, as far as the surveys are concerned, they would not cost very much; but it would not be wise of the House, because they are importuned, to consent to their being made within the next twelve months. It would, I believe, be almost an impossibility to have the surveys completed by that time; and it is not proper to expect them. I think with this expression of the desire of the Government to forward the interests of the western districts, to carry the railway as far as possi-

ble, when the occasion arrives, that the honorable member ought to be satisfied, and and that he should now withdraw his motion. The honorable member made a slight mistake, when he said that no money had been spent on the road between Dalby and Condamine. He must remember that the Greenbank Bridge is almost finished; and, with that at the Condamine township, there is now no great need for anything to be done on that road. I think the honorable gentleman has sufficiently discharged his duty to his constituents, by presenting the motion, and making an explanation to the House; and with that he ought to be satisfied—and, I think, he will now do well to withdraw the motion.

Mr. COXEN observed, that if the honorable member for Maranoa pressed the motion, he should support it; although, at the same time, he was very much in favor of the remarks of the honorable the Secretary for Lands and Works. He did think the resolutions were premature, while he strongly supported the principle of a railway to the westward. It would be the most desirable course for the honorable member to withdraw the motion for the present. He (Mr. Coxen) thought it was the wish of the House that he would do so. From conversations he had had with his constituents and with residents of the western districts, he knew that it was the general wish to have such a railway, and he had expressed his own opinion in favor of it.

Mr. FORBES contended that the arguments the honorable the Secretary for Lands and Works had used this evening would have told very heavily against the motion which was before the House the other night, for the construction of a line of railway to Warwick; but that appeared to have been forgotten by the honorable member, now it was passed. The honorable member admitted the necessity for carrying out an extension of the railway to the westward, and said that the object of the Government was to extend the main trunk lines as far into the interior as possible. The only matter which he (Mr. Forbes) saw for consideration was—were they likely to have, and when, if ever, the railway extended in the direction indicated by the motion? It would be of much benefit to the colony when made. If the motion was shelved now, they would go on for twelve or eighteen months longer, till the line to Warwick was finished, and they would then be told that the lines already in existence were not paying; that the colony had got into debt.

THE SECRETARY FOR LANDS AND WORKS:
Two years and a-half.

Mr. FORBES: That was quite time enough to take to put the country in a financial position to go on with other works; and, at that rate, it would take seven years to carry the extension now proposed. Very little seemed to be known about the districts of Warrego, Mitchell, and Maranoa, and their producing powers. He had seen a small

portion of the western country—a few hundred miles—and he had no hesitation in saying that there would be a larger production of the staple of the colony, on which our existence and welfare depended, from those districts than from the rest of the colony. If the Government did not extend the railway, the settlers on the lower part of the river, from Charleville to the border of the colony, would do their trade with New South Wales. All their sympathies were with New South Wales and Victoria; and a feeling was rapidly gaining ground to petition for separation and annexation to Riverina. They thought they would be better cared for, and that their wants would be better supplied, by being annexed to the proposed pastoral colony; and he had no hesitation in believing that, if their wants were not attended to, he might have the honor to present a petition to the House in some future session, praying for separation. Honorable members might laugh, but it might not be a laughing matter for the colony by-and-bye. If those districts were severed from Queensland, a large amount of trade must necessarily leave the colony; and, rather than lose such a fine portion of country, he thought every facility should be given to the encouragement of a trade direct with the metropolis, and thus to increase the chances of helping those districts, and consolidating the trade of the colony in the metropolis. For those reasons he would support the motion.

Mr. R. CRIBB said he could not support the motion. If the honorable member was not disposed to withdraw it altogether, he recommended him to withdraw the second and third resolutions; and, if the first resolution was affirmed—and he should be very happy to support it—it was all that was required. He (Mr. Cribb) was one who had always advocated the extension of railways in this colony, but he could not vote for the present motion, when there was such a large quantity of work on hand, for carrying the line ninety miles further than the extensions already sanctioned by the House.

Mr. LILLEY expressed a hope that the honorable member for the Maranoa would adopt the suggestion of the honorable member for East Moreton. If the House passed the resolutions, it seemed to him that they would be going in the teeth of the Railway Act. They would be authorising the Government to extend the railway and to raise a loan for the purpose of constructing the line, when the Act provided that, before so doing, "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." So that, in fact, the motion was premature in the present state of the law; and he could not vote for it. He quite agreed with the honorable member upon the desira-

bility of carrying on the survey of lines of railways in important districts. Taking even the very low estimate the honorable mover of the resolutions himself gave, those districts appeared to be of sufficient importance to this colony to justify the House in going on with the surveys as fast as possible. He hoped that the honorable member would abandon the second and third resolutions, and adhere to the first; and follow the example of the honorable member for Warwick, whose labors in a previous session had been rewarded by the sanction of the House for the railway to Warwick.

Mr. McLEAN said that this was a question on which he did not wish to give a silent vote. He had spoken to the honorable member for Maranoa respecting the desirability of completing the line of railway as far as Roma, which was a hundred miles beyond the Condamine. The honorable member, however, by the wording of his resolutions, proposed to limit the extension of the surveys to the Condamine, and, therefore, he could hardly go with the honorable member. He believed the principal object of the House in extending the railway to the Condamine, was to fix on some inland place as a great centre for the best districts in the interior, for the convenience of the settlers in those districts, and that the terminus should be at such central point. Now he did not think the Condamine was the best position that could be adopted for this purpose. Roma, he considered, was the best place; and he would suggest that a sort of flying survey should be made, so as to enable the engineers or surveyors that might subsequently be appointed, to select the best line of country for the purpose of laying out this line of railway. He believed it was very undesirable to compel the Government to survey a line of railway to the Condamine. He believed that if any expenditure was to be incurred for the survey of a line, it should be for the examination of a route all the way to Roma, instead of to the Condamine. He had no other object in view but an examination to ascertain the easiest route for a line of railway to Roma, setting aside the rights of Condamine or any other small settlement on the line. If money were to be spent so injudiciously, as it would be in laying out lines to small places, it would be something like acknowledging the claim of every public house on the road to have a station made in its vicinity. He, therefore, thought that it would be very undesirable and injudicious for the House to commit itself to the resolutions of the honorable member as they stood. He freely admitted, and he believed every honorable member who desired to see railways carried out would admit, that a line in the direction referred to was one of the first that should be attended to. Therefore, so far as regarded expenditure and getting the House committed to this particular line went, the matter was beyond all question, for this

was a line that would yet be forced upon the House. No matter who might be returned to the House to transact the business of the country in a future Parliament, this was a line that would be forced on them by the country, and no House and no Government could prevent the line from being made. He, therefore, thought it was very desirable that the honorable member should alter the clauses of the motion before the House was committed to them. For his own part, he could not vote for them as they stood; but if the honorable member substituted Roma for Condamine, he would vote for the motion.

Mr. FITZSIMMONS said, that with the permission of the honorable member, he would suggest certain alterations which he thought would render the motion more acceptable. The first alteration was, that in the second clause, all the words after the words "Condamine township" should be omitted; and the second was, that in the second clause, all the words after the word "convenient" should also be omitted. The motion as so altered would, he thought, be more likely to meet with the support of honorable members.

Mr. MACKENZIE said, he might as well state, before going further, that it was his intention to vote against increased expenditure for railway purposes, until those railways that had already been determined upon were completed. At present, there was no money to throw away. On the contrary, there was an increasing deficit; and at the same time the money market was in a very sensitive state. Notwithstanding that, honorable members were asked day by day to put money on the Estimates for railway purposes. It would, he thought, be time enough to incur further expenditure for railways, when it was proved whether the line to Dalby would pay its working expenses: It would then be time enough to enter upon the survey of another line; and he should say that, even if it was considered desirable to continue the line by Dalby, he should vote against it, until some of the railways in the north were completed. Considering the financial position of the colony at the present time, he should vote against the motion without amendment.

Mr. DOUGLAS said he always listened with attention to what was said by the honorable the Secretary for Lands and Works, and on the present occasion he listened to the honorable gentleman with considerable attention and satisfaction, which had been confirmed by what had fallen from the honorable member for the Burnett. Both honorable gentlemen were of opinion, that till they were satisfied that the colony was in a position to spend more money on railways, and till it was seen that the railways to which they were at present pledged were in a satisfactory condition, it was not advisable to consider any further extension. He had

previously stated, and he repeated it now, that he was prepared to consider a scheme for the further extension of railways in all the districts; but, unless the scheme came from the Government, and unless it was based on some more intelligible principle than was contained in the motion before the House, he did not consider that they would be justified in taking further action. They were indebted for the present motion to the previous forgetfulness, in his opinion, of what he considered would have been the sound principle that should have guided the Government, on the previous consideration of a motion of a similar character. Why were they indebted for this motion, or for any subsequent motion?—and why were they indebted for the amendment the honorable member for Rockhampton had proposed? Simply because the honorable the Secretary for Lands and Works, on the consideration of a previous motion, forgetful of the position the Ministry must and would be eventually forced to take in respect to this subject, did not meet these questions as they arose, and especially in reference to the railway to Warwick, on the ground the Ministry were bound to meet them, namely, that they should be deferred till the Ministry had decided on a policy, and had gone into the matter with due consideration. They were bound, for that reason, to object to any such proposition as the one brought in by the honorable member. He did not blame the honorable member for Maranoa for bringing forward this motion. It was only natural he should do so, coming from that district, and he was an admirable specimen of the district. An ingenious country gentleman, full of life and redolent of hopes, he naturally came to the conclusion which he was entitled to draw from the previous conduct of the Ministry: and he accordingly said to himself, that on a previous session he had found a similar motion to the one now before the House met in a very friendly spirit by the Ministry—a certain amount of mild pressure having been brought to bear on them, they yielded to the motion—and the result had been that, when the further extension to Warwick came on, the supporters of the undertaking had the Government on their side. That was the reason, no doubt, that in some degree induced the honorable member for Maranoa to table his present motion. Unfortunately, however, he had been led astray by his "guide, philosopher, and friend." He was happy to say that the honorable the Secretary for Lands and Works now saw it was necessary to draw in his horns, and to recognise some general principles, and that until he had made up his mind on the question of finance, and as to engineering details, it was not wise to allow any private member of the House to carry such a motion, or at any rate to give that private member such countenance as might ensure the success of

such a motion. He would, therefore, vote against the motion in its entirety, and would oppose any amendment proposed on it; and he would do the same with regard to the motion standing in the name of the honorable member for Brisbane. There was, however, a little matter in the resolution that had not been alluded to. If the railway was to benefit so much the district the honorable member represented, and especially the district the honorable member for the Warrego represented, lying below Charleville on the Lower Warrego, and extending towards Fort Bourke, he questioned whether it would not be a greater benefit to the districts to improve the Darling up to Fort Bourke. He was of opinion that a considerable portion of the Warrego might be made navigable. Now, if it came to be a consideration with them how they were best to benefit the district, it was possible that by opening up the navigation of the Darling they would confer greater benefits on the district than by the carrying out of a railway. It was well known that there were, at present, projects for the extension of the railway from the furthest point it had reached in Victoria to the Darling, and as the line was extended the inhabitants of the far western districts of Queensland would find it more convenient to carry on their traffic through Melbourne and Adelaide. In that view he thought it was very doubtful whether the views of the honorable member and the views of the inhabitants of the district would be met by the railway indicated in the motion. He did not dispute that it would be for the advantage of this portion of country—that it would be for the advantage of Brisbane, to extend its relations as far inland as possible, but if it was a question as to whether the railway would most benefit the inhabitants in the western district, he very much doubted if it would do so.

Mr. HALY did not think they should carry out the railways one mile beyond what the country was already pledged to, until they found whether those lines would satisfy the country, and would be self-supporting. Besides, their present undertakings were to the full extent of their abilities, and if they went further the effect would be to depreciate their debentures in the English market. There must be some end to their borrowing, and if they were to extend their railways to the far west, to the Warrego, or the Barcoo, or the Gulf of Carpentaria, it must be done by borrowed money. He should certainly oppose the extension of the railways one mile beyond what they were pledged to, till they found if those railways would answer or not, and if they would be profitable.

The COLONIAL TREASURER said, that in following up the remarks of the honorable member for Port Curtis, it must be a matter of sincere congratulation to the House, and to the country, to ascertain the altered views

of the honorable member in regard to the subject of railways. It could not be beyond the recollection of honorable members, that it was not long since that that honorable member, and several other honorable members, were arrayed against the honorable members on the Government side of the House, for attempting to introduce railways at all. Now, they found that the honorable gentlemen came forward and accused the Government of not having a sufficiently comprehensive scheme to take in the whole of the line of railways that might at some future day be executed in this colony. He thought it was highly inconsistent for the honorable member, and others who wrought with him, to make the accusation he had made; and, for this reason, that he thought the Government were in the position they assumed originally in regard to railways. The Government originally proposed a scheme of railway from Ipswich to Toowoomba, and from Warwick to Dalby, and now they had assumed the same position, and he was at a loss to understand why they should be asked by the honorable member for Port Curtis to account for not having a larger scheme of railways than their resources would enable them to carry out. He thought, with respect to the resolutions submitted by the honorable member for Maranoa, that the fullest sympathy existed with respect to the project embodied in them. He thought no one could deny that. There could not be too early a day when a railway should be commenced and finished to Roma or the Condamine, or some other point to the westward; but he thought it was highly inconvenient to come and ask for a system of survey, which it was almost impossible for the Government, with the resources at their disposal, to carry out. When he said resources, he did not mean financial resources, as alluded to by the honorable member for the Burnett, but to the engineering and surveying resources at the disposal of the honorable the Secretary for Lands and Works, which were not sufficient to enable the proposed surveys to be accomplished in twelve months. The honorable member for Port Curtis said the arguments that were used against the present motion should have been used when the subject of the Warwick railway was before the House, twelve months ago, but there really was no analogy between the two cases. The one was a question to which the Government was pledged, and to which the House also, he believed, was pledged, but the question now before the House was a very different one; and, besides, the Government felt that they had already got quite sufficient upon their hands for the present. They ought to feel satisfied in having so large a railway scheme on hand, as led the surrounding colonies to look on them with surprise at the strides so young a colony as this was making

with respect to railways. But he trusted, nevertheless, that the House would not diminish the sympathy they had with the honorable member in this matter, but would, at the same time, ask him to withdraw his motion for the present. He thought—financially speaking—that it would not be wise for the House to pledge itself on this subject; for he thought it would be well if the Government could complete all the lines they had pledged themselves to, without coming down this session for a loan Bill; and he thought that next session would be a sufficiently early period for the honorable member to bring forward his resolutions. He should be sorry if there was any feeling shewn against the extension of railways to the westward; and he thought it was highly necessary the House should recollect that there might be very much indeed in what fell from the honorable member for the Warrego with respect to the diversion of the trade with that district into another channel, from the want of means to secure it to this port. That was a feeling that must belong to every honorable member who had given his attention to the subject; and feeling on that point as he did, he did not think the House would be wrong in delaying to a future day the resolutions which the honorable member had put before it.

Dr. CHALINOR said he was sure that the majority of honorable members were in favor of the motion of the honorable member for Maranoa, so far as the desirability of a railway in the direction indicated was concerned, if the Government possessed the means to carry it out; but he thought that, in consequence of present engagements with respect to other lines, the proposition of the honorable member must be allowed to remain in abeyance for some time. He was sure, as stated by the honorable the Colonial Treasurer—for he had marked it down before the honorable member spoke—that the Government had not departed from the line of railway policy they originally entered upon. It must be fresh in the memory of every one that the prospectus—for it amounted to that—of the lines proposed by the Government included the railway to Warwick as well as to Toowoomba and Dalby. He thought that was the first project of the Government, and, if he was correct in that opinion, the Government could not be charged with having departed from the policy with which they set out, or with having yielded to a mild pressure as referred to by the honorable member for Port Curtis. However, he thought they might pass the first resolution, with the addition of the words “all convenient speed,” or “as speedily as possible.” He thought that would meet the object the honorable member had in view. He also thought it was desirable there should be a survey of this line carried out. He did not mean a detailed survey, but only a general survey of the country to ascertain the route

that would be most desirable, and also with the view of ascertaining what Crown lands, if any, should be reserved, in order to avoid the cost of re-purchasing them. He was quite surprised to hear the honorable member for Port Curtis talk as he did about the Darling and the Warrego; and he thought, from the observations of the honorable member in that respect, that he could not have considered the interests of the inhabitants of the colony generally, however much he might have considered the interests of those in the district of the Warrego. For his own part he considered the extension of the railway system to the westward as speedily as possible, in every way expedient, but especially in order to secure to this colony the customs duties that now flowed into the exchequers of South Australia and Victoria. It appeared to him that the third resolution could not be passed, as in his opinion it was contrary to the Constitution Act, which required that the House should by resolution address the Governor, to propose a loan for such a purpose. If the honorable member insisted on the resolutions as they stood, he should be compelled to vote against them, but he should be glad to support the first clause, either as it stood, or amended as he had suggested, if the second and third clauses were withdrawn. In voting against the resolutions, he hoped it would not be supposed that he did not sympathise with the wants of the inhabitants of the Warrego district, for, on the contrary, so fully was he alive to the wants of the district, that he wished to see the railway extended to it with all convenient speed. He again suggested that the motion should be amended by adding the words “with all convenient speed” in the first clause, and by striking out the second and third clauses.

Mr. BROOKES said he did not wish to detain the House by any lengthened remarks on this matter; but there did fall from the honorable the Colonial Treasurer two or three remarks, which he thought it was desirable for honorable members on the Opposition side of the House to allude to. Were they not noticed, it was just possible that it might be considered the honorable member was correct when he stated that honorable members on the Opposition side of the House had neglected the proper occasion for submitting their arguments, and had thereby allowed all grounds for opposition to the policy of the Government to be taken away from them. Now, he did not think that such was the case. He did not think that the Opposition side of the House—supposing there were two sides to the House—if they had been silent,—if they had retired, or rather he would not say retired, but had not made the most of their position recently—had done so because they had the conviction that a further exposure of the reckless expenditure by the other side of the House was likely to bring about the result that was noticed by the honorable

member for Burnett. They were already committed, inextricably, to an expenditure out of measure with their capability; and they should get out of the difficulty as soon as possible. If it became known in the English money market that, in the face of their present debt, they had committed themselves to a further expenditure for flying surveys, or other surveys, with the idea that they were to push railways to those far-distant and outlandish places in the western district, it would be thought that they had lost a sensible idea of the value of money. He would certainly, for his own part,—not wishing to compromise other honorable members in his opinions—desire to state that the only reason which induced him to hold his peace with reference to the railway policy of the Government, was this—that a large expenditure would be incurred on an untried but important scheme, and, desiring to retain good hopes of the colony, he did not like to say a single word in doubt as to its position, or cast an imputation in any way upon what, he trusted, might prove an ultimate and glorious success. That being the case, he did not think it was quite right the honorable the Colonial Treasurer should have assumed that both sides of the House were agreed now, and were in fact a sort of happy family as to the subject of railways. So far from that being the case, there was, he believed, a greater diversity of opinion on the subject than ever. The construction of a few miles of railway had been commenced, and when the work was completed and the line, so far, opened, there would, no doubt, be a great flourish of trumpets on the occasion, and a German band, and the world would be informed that a feat had been performed that had never been equalled in the history of railway engineering. It was a great farce to talk of what they had done. They had yet to get over the Liverpool range, and had other great engineering difficulties to contend with, before they would be in a position to congratulate themselves on the success of the undertaking. Of course, as this was an engineering age, he did not mean to say that they could not go up the side of a house. However, as to the motion, he considered that it was in the highest degree inexpedient to acknowledge the resolution in one way or another. He agreed with those honorable members who said let us have something definite and clear, something complete, as a work and also financially, and then they would have a basis to proceed upon in respect to other works. It seemed to him that they were falling into the position into which the inhabitants of Toowoomba were trying to press them, but he hoped they would protect themselves against that, and he would venture, with all deference to their good faith, to have a preferent regard for the interests of the colony

generally. Looking at it as an immense colony, containing not only northern and southern, and western, but also the middle and the Warrego districts, he thought that, before they listened patiently to such a resolution as that before the House, they should wait for the practical results of the works they had already initiated. He still remained in grave doubts whether any railway that had hitherto been proposed in the colony would be re-productive. He believed the railway to Toowoomba would not pay—he was going to say five per cent.—but he did not believe that it would pay two and a-half per cent. on the cost of construction; and he believed, further, that it would be an annual source of loss to the colony. He believed that, what with this line of railway from Ipswich to Toowoomba, and from Toowoomba to Warwick, it would, at no distant time, be found that the Ministry had tied a millstone round the neck of the colony, from which they would not, for a long time, be able to relieve themselves. Of course, there was nothing to be said against the honorable member for bringing forward this motion; and he, for one, did not blame him. His constituents, seeing the universal scramble that was going on, were not to be blamed for urging upon the honorable member to secure some of the benefits for them. He believed that was the impelling principle of many such motions as the one before the House. He hoped, in the consideration of any similar motion that might be brought forward in future, they would not have any such groundless assumptions as they had heard made by the honorable the Colonial Treasurer, in supposing that, because some honorable members chose to hold their noise, therefore, they were proselytized by the financial skill, celebrity, and enterprise displayed by the Government.

Mr. MILES, on rising to reply, said he was not at all surprised at the feeling displayed by the House on the present occasion, as it was only in accordance with the feeling that had always been shewn towards the northern districts; and he believed he was correct in saying that, from the day of separation to the present time, not one sixpence had been expended on it. He could not, he said, consent to withdraw the third clause of the motion, as he looked upon it as being of more consequence than the others.

The SPEAKER, interrupting the honorable member, said he understood the honorable member for Ipswich had an amendment to propose on one of the resolutions; and he believed the honorable member for Rockhampton had an amendment to propose to another. He suggested that those amendments should be submitted before the honorable member replied, as they could not be brought forward afterwards.

The SECRETARY FOR LANDS AND WORKS having suggested that the resolutions be put

seriatim, the first resolution was stated,—“That, owing to the rapid extension of pastoral settlement in the western portion of this colony, it is expedient that the railway surveys should be extended on the South-western line.”

Dr. CHALLINOR moved—“That the question be amended by adding the words “with all convenient speed.”

Mr. MILES proceeded to state that, by a return of revenue for the year 1864, which he held in his hand, he found the district of Moreton, according to its population, contributed to the revenue £3 10s. 4d. per head; the district of Darling Downs, £5 14s. 6d.; Port Curtis, £4 18s. 3d.; Leichhardt, £6 5s. 6d.; Wide Bay and Burnett, together, £4 19s. 7d.; Maranoa and Warrego, £12 7s. 7d.; South Kennedy, Mitchell, and Bourke, £11 4s. 1d. It appeared, therefore, if the return were correct, which there was no reason to doubt, that the district whose interests he advocated, contributed a larger proportion of revenue than any district in the colony; and it was a singular thing, that whenever the representatives of the western districts made application for a fair and reasonable share of the public expenditure, they were sure to meet with opposition. The return did not give the expenditure in the several districts; but it was not a difficult matter to supply it. He could conscientiously state, that not a single sixpence of the public money had ever been expended in the district of Maranoa, and in making that assertion, he would defy contradiction. Yet, whenever an attempt was made to obtain common justice for that district, some of the city members were sure to get up and oppose the motion. However, he had simply done his duty in bringing forward the resolution, and it rested with the House to accept or reject it.

Mr. PUGH said he could see no advantage in the amendment, nor could he see what the honorable member for Ipswich intended by it. It might have the effect of leaving the honorable member for the Maranoa in exactly the same position at the end of the year, for the honorable the Secretary for Lands and Works would only have to get up and say, that it was extremely inconvenient to proceed with the survey of the line, and there the matter would rest. He did not think the honorable member was justified in charging the members of the Assembly with opposing every motion brought forward for the benefit of the western districts. The honorable member had stated on several occasions, that not a single sixpence had been expended in the Maranoa district, and on that account he (Mr. Pugh) would be disposed to vote for the resolutions in the amended form which had been suggested by the honorable member for Rockhampton. But of what use could be the addition of the words “with all convenient speed?”—it could only have the effect

of leaving the matter at the end of a year or so in exactly the same position. He thought the honorable the Colonial Treasurer had gone a little too far in saying that honorable members on his (Mr. Pugh's) side of the House had opposed the railways at first, and were now in favor of them. For his part he could say that he had never expressed himself averse to the construction of railways, and the remark could not therefore apply to him. He hoped the honorable member for Ipswich would withdraw his amendment.

Mr. WALSH said he should be compelled to oppose the motion of the honorable member for Maranoa, on the same grounds as those which had been advanced by the honorable member for the Burnett. He believed it would not be to the interest of the colony to expend any further sums in the southern districts, until the north had received its fair share of expenditure. Every one of the arguments which had been advanced by those honorable members who had spoken against the motion, had tended to prove that it was not expedient to do more than to construct trunk lines of railway through the colony. He affirmed that the country was not in a position to expend the money required for the Condamine railway, and the more the question was ventilated the more it would become apparent, that it was not one of railway extension to that part of the country, but the expenditure of a very large sum of money. One of the arguments made use of by the honorable Minister for Lands and Works, struck him as being very suggestive. The honorable member had endeavored to shew that the time might come when the Maranoa district, or the districts through which the proposed line would pass, might become of sufficient importance to receive consideration at the hands of the Government. At the same time, he had led the House to believe that it was a very distant consideration. Did the honorable member mean to imply that the Government were certain of a long tenure of office? He thought the honorable member, in saying so, presumed rather too much upon the credulity of the House. He believed some very important questions would be brought forward during the session, and he did not think the Government had any right to expect that they would hold office for a number of years, although undoubtedly their past ability must be admitted on all sides. He repeated that, for the reasons which had been so forcibly stated by the honorable member for the Burnett, he felt obliged to oppose the motion. At the same time he felt bound to bear his testimony to the fact that the arguments adduced in support of it were better arguments than those which had been so victoriously advanced in favor of resolutions of a similar character, which were prompted and required by the honorable member for Western Downs.

The House then divided on the first resolution with the following result:—

Ayes, 19.	Noes, 6.
Mr. Herbert	Mr. Walsh
„ Pring	„ Haly
„ Macalister	„ Brookes
„ Bell	„ Fitzsimmons
Dr. Challinor	„ Douglas
Mr. B. Cribb	„ Mackenzie
„ Coxen	
„ Forbes	
„ Lilley	
„ Royds	
„ R. Cribb	
„ Stephens	
„ Edmondstone	
„ Pugh	
„ Miles	
„ Weinholt	
„ Blakeency	
„ McLean	
„ Taylor	

The second resolution was then stated,—
“ That such extended surveys shall be made as far as Condamine township during the next twelve months.”

Mr. MILES said, he wished to withdraw from the second resolution the concluding words, “ within the next twelve months.”

Dr. CHALLINOR said that, as it did not appear from what had passed in the House, that it was expedient to carry the railway on to Condamine, there could be no necessity for making a survey to that township. He should therefore oppose the motion.

Mr. DOUGLAS asked whether, after any of the resolutions had been put to the House, amendments could be offered.

The SPEAKER: Most decidedly; I have been asked by the House to put the resolutions *seriatim*, with the object, as I understand it, of affording an opportunity of making amendments upon each of them.

Mr. R. CRIBB said, he should not be able to vote for the resolution, even with the omission suggested by the honorable member for Maranoa. After the explanation given by the honorable Secretary for Lands and Works, he did not think the House would be doing right to pledge itself to the second resolution, for the very important reason that the proposed line of country would not be a proper route for the railway. It would therefore be unwise to waste any money upon it. He hoped the honorable member would withdraw the second and third resolutions, as the House must infallibly negative them.

Mr. WALSH objected to the withdrawal of the resolutions. He did not think it was expedient at present to commit the House to the construction, or even the survey, of a railway to Condamine. The question as to whether the country could afford such expensive works would have to be discussed pretty fully during the session; and, no doubt, it would be closely considered when the House went into committee of supply. In the meantime it would be wrong to accept a

motion which would pledge the Government to do what, perhaps, they would be unable to carry out.

Mr. BROOKES objected also to the withdrawal of the two last resolutions, as he thought the country ought to know who those members were who were in favor of such extravagant and illimitable expenditure; and also who those honorable members were who, when the House was pressed to a division, preferred to walk out rather than see their names on the list.

Mr. DOUGLAS said he must express his astonishment at the result of the last division, and his extreme reprobation of the conduct of the Ministry. It was utterly lowering. He could not express the sense of humiliation—abject humiliation—which he felt in observing the course they were taking. The honorable member to whom was confided the department of railways, in expressing the policy of the Ministry, had announced certain opinions in the House which the Government were now afraid to act up to in the face of the country. Simply as a matter of compliment to their supporters, as a matter of double-dealing, of time-serving, they accepted a motion which they had already denounced. He had never felt the same sense of deep humiliation that he experienced on that occasion. He had wished to afford the Government the fullest consideration—he had always been anxious to do so, and whenever he could possibly strain a point to give them that indulgence he had been ready to do it. Now, least of all, could he do so. How was the country to be governed by a set of men whose whole policy was—to use a colloquial expression—a very short word, which he only used in a metaphorical sense—a lie? He applied that word, in a metaphorical sense only, to the Government. Their conduct really passed conjecture. As the responsible advisers of His Excellency, they were entitled, if any one was, to lead public opinion. But how had they done so? Could they affirm that they were justified, after coming down to the House and expressing a decided policy, just for the sake of satisfying a few tag-rag followers, in prostituting their sense of justice, right, and truth, for a mere passing popularity? He should press all the resolutions to a division, and compel the Government to say whether they would accept them or not. They had accepted what they considered a mere platitude upon the question. They should, at any rate, state whether they were in a position to accept platitudes from all sides of the House;—they should not have accepted a mere abstract resolution, which pledged them to nothing. He might expect a railway to Gayndah,—were the Ministry prepared to accept such a resolution? The Government might with equal justice accept a proposition to construct a line of railway from Bowen to the Burdekin;—what objection could they have to such a line, if it came to a question of preference between the two? He

affirmed that the Government had admitted that they were not in a position to make a railway to the Condamine; that it was not desirable, and would not be required for a certain period; yet, for political purposes, and to favor their supporters, they now affirmed it to be so.

Mr. HAYL said he could not go so far as the honorable member for Port Curtis; but he must say he was astonished that the honorable Minister for Lands and Works could sit on the Government side of the House after what he had stated. It was said, too, that if a resolution were brought forward for a railway from Maryborough to Gayndah, the Government would oppose it. He was certainly surprised at the course which the Ministry had pursued. It could not be expected that any member representing a northern district could support such a Government. If a motion were brought forward for a railway to Fort Bourke, he believed the Government would support it. He had certainly understood from the honorable Minister for Lands and Works, that it was not desirable to construct another railway until it were found that the present railway proved self-supporting.

Mr. WIENHOLT said he had been exceedingly surprised to hear the violent speech addressed to the House by the honorable member for Port Curtis; it was certainly a most extraordinary speech. It might be an appropriate speech out of doors in such a place as—if he were not out of order, he would designate—a low pot-house. During the last session the honorable member had talked about principles being prostituted; but he had now, not only prostituted the House, but prostituted himself. He (Mr. Wienholt) protested against the turn the debate had taken. He believed the first resolution was an exceedingly good one; and that the Ministry, and every member of the House, must see that a railway to Condamine was expedient. Honorable members had been told they were to have such a line, but when they were likely to have it was more than they could say. He had no doubt that the members of the Government would condescend to vote for the second and third resolutions, and if they did he should vote against them. He should support the first resolution.

Mr. MACKENZIE expressed his astonishment at the way in which the Government had voted. He did not know what to make of it, and he thought the best course he could adopt would be to deliberately challenge the Colonial Secretary to say whether the Government adhered to the policy laid down by the honorable Minister for Lands and Works.

The COLONIAL SECRETARY said that was the easiest thing he could have been called upon to do. The honorable member for Port Curtis had evidently two objects in his speech; one was, to occupy the time of the House, in order that the debate might not

close before the adjournment at six o'clock; and the other was, to take a preliminary canter before the serious business of the evening came on. He (Mr. Herbert) did not believe the member for the Burnett was at all indignant; he knew the members of the Government had voted in accordance with the speech of the honorable Minister for Lands and Works. The Government, in common with every one else, had agreed that it would be extremely inconsistent to stop the railway at Dalby and not to extend it to the westward; and they felt it their duty to affirm that opinion whenever the subject was brought forward. They, however, thought it inexpedient to proceed with the railway now, and whenever it was to be done, the resolution ought to come from the Government.

Mr. FITZSIMMONS having withdrawn his amendment,

The second resolution was then put and negatived without division.

The third resolution was then put—"That the plans, sections, and book of reference, relating to the above line, be laid on the table of this House as soon as convenient next session of Parliament, and that the Government be then authorised to raise a loan for the purpose of constructing the said line."

Mr. WALSH said he should like to understand from the honorable Minister for Lands and Works, whether his speech or that of his colleague, the honorable Colonial Secretary, was to be taken as an expression of the views of the Government. For if they were both to be considered in that light, he could only suppose that the effective and powerful arguments used by the honorable member for Port Curtis had induced the extraordinary change which had taken place in such a short time in the opinions of the Government. One of the ablest speeches which had been made in the course of the debate against the further extension of railways, had been made by the honorable the Minister for Lands and Works, and the course taken by the Ministry in the division was the more extraordinary. The humiliating and undignified position taken by the Ministry led him to the belief that they were really in favor of a railway to the Condamine. He wished to record his opinion also, which was, that when they saw a Government turn round and contradict themselves, when they saw the effect of their conduct upon the House—when they saw a Government eating their own words, and changing their opinions so quickly, it behoved honorable members to join with the honorable member for Port Curtis in denouncing their course of procedure. It had been his desire to accord all possible support to the Government of the day. He had labored under the conviction, that for the present and future interest of the colony, it was almost impossible to dispense with their services; but the most serious

thing which could befall this country would be for the House to endorse the views of a Government who seemed capable of submitting to any amount of humiliation rather than lose some of their supporters. He trusted that the Minister for Lands and Works, who seemed to occupy a more independent position than other members of the Government, would afford some further explanation. In the whole of the legislation no such blunder had occurred as they had observed that evening. It was never too late to rectify blunders, and it would be injurious to the reputation of the House, if the fact went forth to the country that they must submit to one Government, whatever might be its follies or inconsistencies.

The MINISTER FOR LANDS AND WORKS said he could not hesitate to rise, after the very strong appeal which had been made to him by the honorable member for Maryborough. But he did so for the purpose of expressing his surprise and indignation at the line of attack which had been adopted by that honorable member, and those honorable members who had supported him. The language made use of by that honorable member, and the honorable member for Port Curtis, was entirely beneath the position they occupied in the House, and if he were called upon to state his opinion of any proposition put forth by those honorable members, he should be compelled to state that he placed no faith in it whatever. The motion had been opposed by the Government on the most independent grounds, and no honorable member, who did not desire to misrepresent the views of the Ministry, could have made use of such language, or could possibly have mistaken the grounds upon which that opposition had been made. That he (Mr. Macalister) entertained an opinion favorable to the extension of the railway to the Condamine, no one could doubt. He had not only pointed out the advantages which would accrue from opening out the district, but he had shewn that the honorable member himself had understated them. But, what he felt he could not pledge the Government to, was the completion of the surveys within a period of twelve months. He had shewn that the Government had on hand four lines of railway, which entailed a large expenditure, and it was desirable that one at least of those lines should be in actual operation before any further works should be entered upon. But did that affect the right to have the surveys made of a line which could be proceeded with as soon as the Government were warranted in extending their railway policy? Was there anything inconsistent in the course he had taken, or in the course adopted by the Government in reference to the resolutions before the House? The honorable member for Port Curtis had accused him of not coming down to the House with a financial policy on the subject of railways. But that policy had been before the House for the last two

sessions; and if there had existed any doubt as to the line of policy adopted by the Government, that doubt must have been completely set aside when he moved for the approval of the plans, sections, and books of reference for the line of railway to Warwick. On that occasion, he had distinctly stated that the object of the Government was to construct lines which were likely to prove reproductive—he had distinctly stated that to be the policy of the Government. Yet the honorable member condemned the Ministry for not having a railway policy, and, forgetting the course which he (Mr. Macalister) had pursued, had actually tabled a motion for the extension of railways in all districts where they would prove reproductive—the very policy which had been tabled by the Government half-an-hour before. But if the House had committed itself to the views of the honorable member for Port Curtis, they might have been pledged to carry a line of railway to the Gulf of Carpentaria, and to have left the colony in an insolvent state. He was astonished that the honorable member for the Burnett (Mr. Haly) should have fallen into the same error as the honorable member for Port Curtis, and should have been misled so far as to comment in a similar strain upon the conduct of the Government. The Government had pursued the course which they had followed throughout—they had affirmed the desirability of making the surveys of the line, but they did not pledge themselves to do anything more at present.

Mr. R. CRIBB said he should not have risen but for the violent language of the honorable member for Port Curtis; for, as he had taken the same line of argument on the question as the honorable the Minister for Lands and Works, of course he was included in the charge made by Mr. Douglas. He was extremely sorry that such remarks should have been indulged in; but he fancied that the honorable member had merely expressed his own opinion—not that of others; and, therefore, the House must take it for what it was worth. He particularly guarded himself in stating that he approved of the first resolution, and that if the honorable member for Maranoa withdrew the other two resolutions, he should vote for it. The same argument was used by the honorable the Secretary for Lands and Works; but he recommended that the whole of the resolutions should be withdrawn. Why that should be made ground for a charge against honorable members who voted for the first resolution was, to him (Mr. Cribb) astonishing. He could not understand it, nor how it evoked such violent language. He believed that most honorable members, if not all, who voted for the resolution, acted quite as independently as the honorable member for Port Curtis, who voted against it. The honorable member did not often indulge in such language; and he (Mr. Cribb) trusted that he would for the future avoid it. With regard to the question immediately

before the House, the last resolution, he must oppose it. He believed it would be rejected almost unanimously, and the result would be the same as if it had been withdrawn.

Mr. DOUGLAS said he so far agreed with what had just fallen from the honorable member for East Moreton, that he admitted he had undoubtedly expressed himself in too strong terms. He had been exceedingly astonished at the course taken by honorable members; and, getting up in a state of what he hoped was with him one of unusual excitement, he did express himself in terms of indignation, which, if not justified, led honorable members opposite who disagreed with him to retort upon him in somewhat similar terms. He unhesitatingly expressed his regret for having used such strong language. He did not often use it, and he would certainly try, even if occasion should arise again to justify his anger, not to do so for the future. He would not admit, however, that he had not been justified in expressing a considerable amount of indignation. The honorable member who spoke last, said that he was included in his (Mr. Douglas's) reprobation. Such was not his intention when he gave independent expression to his opinions;—he had not intended to refer to any honorable member not included in the Ministry.

Mr. McLEAN: Tag-rag followers.

Mr. DOUGLAS repeated that he had not intended to do so. After the very decided expression of opinion on the part of the honorable the Minister for Lands and Works, in forcible terms—in terms which satisfied him (Mr. Douglas), and which he was glad to listen to—that his desire was that the honorable member who moved the resolutions should withdraw them; he was justified, not only on that ground, but on other grounds, in expressing his indignation. The honorable member did not, as the honorable member for East Moreton did, take exception to two of the resolutions; but he took exception to the whole of them. The course of the honorable member for East Moreton was intelligible, so was that of the Ministry; but the conduct of the Ministry ought to have been consistent. It was not so, and that was what he objected to. What was the position of the Ministry? They accepted the *dictum* of the honorable member for Maranoa, as superior to their own; they admitted, virtually, that he was in a better position to know the necessities of the country than they were; and, virtually, they admitted that he was their master, and not they his. That was not the position they ought to occupy in this Parliament. They should have a definite policy, and they should endeavor to carry it out honestly and consistently. If the Ministry had a definite policy to present to the country, and the country did not accept it, they must waive their claims to rule the House. They had accepted what was contrary to their own

convictions—contrary to their own consciousness of what was the opinion of the country—in order to secure a majority. What was their object in securing this majority? He saw none whatever. Supposing they were in a minority, would they have been in a worse position? No, certainly not; because the course of the Ministry was understood, and it was concurred in by some of the most prominent members on the other side of the House. The Ministry were not justified in waiving what was undoubtedly their well-understood opinion. The honorable the Secretary for Lands and Works, in his reply, took a somewhat unfair advantage of him when he quoted a previous amendment which he (Mr. Douglas) had moved in a former railway debate; for that amendment was simply a general recognition of the desirableness of the extension of railways. That went for nothing. He had always expressed his desire for a scheme to be propounded which should be fair for the whole colony. He was justified in that, not only by the fundamental principles of justice, but by the example of the colonies of Victoria and New South Wales, that no one district should have a preferential claim. There, the Ministry had to define the railway policy for the whole of the colony. Here, the case was different; the Ministry were not prepared to take that stand which had been taken in the more important colonies of Australia. There had lately been an indication that they were about to revert to a more wholesome principle, and that they were not going to give any equivocal recognition to the piece-meal making of railways. His (Mr. Douglas's) comments, therefore, were not open to the criticism of the honorable the Secretary for Lands and Works, who had taken occasion to say what was more severe than anything he had said. The honorable gentleman stated that henceforth—as if he were to judge by a mere temporary excitement, by some indignant expressions which he (Mr. Douglas) gave vent to; and he had included in the attack his honorable friend the member for Maryborough—he would regard the opinions of the honorable members for Port Curtis and Maryborough as unworthy of that consideration which they had previously received.

The SECRETARY FOR LANDS AND WORKS: Oh, no!

Mr. DOUGLAS: That being so, the honorable gentleman was quite as hasty in his expression of opinion, and used as unmeasured language, as he himself had used. He should vote against the resolution. In conclusion, he desired to point out the inconvenient position in which the Government might be placed hereafter. They would be called upon to approve or disapprove of lines which other honorable members might wish to be authorised; and they could not consistently refuse after their conduct on the present occasion.

Mr. TAYLOR said, when the debate began upon the unfortunate resolutions it was hardly imagined that it would be such a severe one, or that such violent language would be made use of as they had heard. Since he had been in the House—and that was almost from Separation—he had never heard such violent language used as he had heard from the honorable member for Port Curtis. No doubt violent language had been used in the House before, but never such language as that used by that honorable member towards the supporters of the Government. He (Mr. Taylor) begged to inform him that the supporters of the Government were quite as independent as the honorable member himself, or any one who acted with him. He did not understand why the honorable member should have used such language towards them as he had used, in calling them “bob-tails” and “tag-rag followers” of the Ministry;—and the honorable member wound up by saying of the Ministers that they were a perfect “lie.” Such language he hoped never to hear again; for he thought that it would be heard in no other assembly in the world. He would now reply to the honorable member for Maryborough, who had repeatedly said that he had not come into the House to offer any factious opposition to the Ministry. He appealed to the House if that honorable member had not been factious in opposition ever since he came into the House—if he had not, on every possible occasion, shown himself factious—if he had not taken every opportunity to annoy them that he could get? His conduct had always been such as to retard the business of the House and the country. If the honorable member was ambitious for power, let him bring forward a motion of want of confidence. If he thought he was strong enough, and that he could carry on the government, let him come forward with it at once. He (Mr. Taylor) was willing to accept him as Premier; he was not afraid, nor were any honorable members on the ministerial side of the House. Let him in a manly way bring forward a motion of want of confidence, and if he could carry it, let him sit on the treasury benches. A few days notice, and let the vote be taken. He promised the honorable member for Maryborough, and his friends, that they should have no factious opposition from him. He would not peck, peck, peck at them in the unmanly and mean manner in which the honorable member acted towards the Ministry. Was there anything in the resolution before the House? Was any money asked for to carry out the line? No; it was said simply that it was desirable the survey of the railway should proceed. He could see that a great deal of good would arise from carrying it. The Government had found out, much to their cost, since the railway plans had been adopted for the line to Toowoomba, and from Toowoomba to Dalby, that land had to

be repurchased at a great cost. If the resolution was approved of, it would prevent land being sold on the line; and, if the railway was not carried out for the next seven years, this would still be a good move. Let the survey go on. If railways were to go to the north or anywhere else, still the line to the westward must, also, be carried out eventually. The public at large would be benefited by the survey being made at once, so as to prevent any land being sold and the misfortune of having to purchase it back at a heavy expense. He trusted the House would never witness a repetition of the unseemly proceeding that he had complained of. Let a vote of want of confidence be taken, and then they would know who should be in power. Let the other side have the “loaves and fishes,” if they could get them. Those were, no doubt, what were wanted. But let them come forward and fight fairly for them. Nothing would delight him more than to sit on the opposition side of the House. He was tongue-tied where he was. He should be delighted to have a fling at the honorable member for North Brisbane (Mr. Blakeney);—he would give it to him; and he promised him that if ever the time came, he would have a fling at him. No doubt, the honorable member already felt the robe of the Attorney-General on his shoulders. He (Mr. Taylor) trusted that before seven days, the point would be decided, as to which side should be in power. He regretted that the honorable member for Port Curtis, a man of mild and gentlemanly temper, as he generally was, should call the members on one side of the House all the ruffians on the face of the earth. He had, however, done so. For what reason? Because they voted for the Government.

The SPEAKER said: Before putting the question, I should like to say a word on the debate which has just taken place. I am always very unwilling to interrupt any honorable member when he is speaking in this House, in the course of debate—more particularly in the heat of the debate;—for that reason, I was wrong, perhaps, in not calling the honorable member to order when he made use of a word, which, although used metaphorically, he must be sure is not a word to be used in this House. I tell the honorable member, and every honorable member in the House, that to use a word metaphorically or hypothetically is not the way to avoid what would otherwise be disorderly. I mentioned that before—that using a word hypothetically is not the way to do so. I must refer to what the honorable member for Western Downs said just now about the honorable member for Port Curtis using the terms “tag-rag” and “bob-tail.” I must say that I was not aware the honorable member for Port Curtis was alluding to members on the ministerial side of the House;—I understood him to say that they were followed by such.

MR. COXEN: Tag-rag followers.

The question was then put and negatived.

RAILWAY BETWEEN BRISBANE AND
IPSWICH.

MR. BLAKENEY moved,—“That this House will, to-morrow, resolve itself into a committee of the whole, to consider of an address to the Governor, praying that His Excellency will be pleased to cause to be placed on the Estimates for the year 1866, the sum of £2,000, for the purpose of completing the surveys of a line of railway from the town of Ipswich to the city of Brisbane.” He said: I have listened with very great pain, to-night, to the debates that have taken place; and I regret extremely that any honorable member on either side of the House should have used, in a moment of forgetfulness, language which, in his cooler moments, he must regret; and I trust, now the heat of the debate is over, that my simple quiet motion will be treated with even temper, and that honorable members will view it in its true light. This, sir, is simply to enunciate the principle—whether we shall have a railway from the capital to Ipswich or not. It is conceded now that the railway is a fact; the line is open to a certain extent, and in working order, and doing well, for about one-third of the distance to Toowoomba; and we may fairly expect that, at the end of this year, it will be open to within twenty miles of Toowoomba, and that early in the following year it will reach that town. Now, sir, I do not, as my honorable friend the member for the Maranoa did, ask the House to pledge themselves to raise any fund, or to have this line of railway completed within a certain period. All I ask is that the survey shall be made—of course, at the convenience of the Government. I do not want to bind them to time; but, I presume that if the House will approve of my motion, the Government will do their duty, and, as soon as they conveniently can, go on with the survey, which has, to a certain extent, been already made at the expense of the New South Wales Government. Before Separation a survey was made for a line of railway from the city of Brisbane to the town of Ipswich. I suppose that if the plans of that survey cannot be got in any of the public offices here, they may be obtained easily from Sydney. With those we should be better able to arrive at a satisfactory conclusion; and it will be seen that the expense in this case would not be so very great as might be apprehended. I regret exceedingly, as this expenditure which I propose is so very small, to have heard two of my honorable friends with whom I usually act, anticipate my motion and say that they would vote against it. Perhaps, before the debate is over, they may be induced to change their minds. Although I was silent the whole of this evening, so strong is the feeling of the honorable member for the Western Downs (Mr. Taylor) against

honorable members who think differently from him, that he could not be content without having a slap at me. I do not think he would have a good night's rest if he did not have a slap at the honorable member for North Brisbane. He so likes to have a hand-grip, that he could not let me pass, though I took no part in the debate. He is a generous foe, and I did not expect a side-blow from him. Now, I put it to the honorable member, as he was one of the principal supporters of our system of railways—I hope as well as he that it will be a great success—that if he could come from Toowoomba to Ipswich in two or three hours, he would not like to chance having to remain there for a tide, until the Bremer Creek (I will not call it a river) rises sufficiently to enable a steamer to come down;—otherwise, he is to be shaken in a coach along the high-road. But that is his alternative if he has not a railway to bring him into this city. No individual coming from the Downs would consent to be a longer time on his journey from Ipswich to Brisbane than on his journey from Toowoomba to Ipswich. Some honorable member said, “Oh! we will leave it to private enterprise.” If it will pay private enterprise, why do the Government ignore it? I do fear—but I trust that there is too much honor amongst honorable members to justify it—that any private feeling, that any little rivalry between Ipswich and Brisbane, may not be allowed to weigh in the decision of this question. I trust that such feeling will soon be at an end; and that, even though three members of the Government represent Ipswich, it will not have any effect. If they do not find Brisbane so manageable as they like, I hope their sense of what is of public utility and conducive to the benefit of the community at large, will weigh down any feeling of private pique. I challenge them, or any honorable member of this House, to prove that there is any part of the world—any state, or any colony—where railways are established, and where a line does not start from the capital. Are we, here, to be ignored because, as we are told, the railway starts from the head of navigation? What navigation is it? If it were like the Hunter, or other rivers that I know, where at all times of the day steamers can ply, the absence of the railway would not matter. But, here, it happens that you can only come down or go up at one time each day. If the train should miss the tide, the passengers must wait till next day; and *vice versa*, those in the city who might want to reach the train at Ipswich, must watch and wait for the tide to get over the impediments of this little narrow creek that runs into the Brisbane River. It is not reasonable or right that the citizens of Brisbane should wait thus; and I think it is not what the public ought to expect. I put it to honorable members who have their wool coming down, whether such a system would suit them? I have witnessed, and others have witnessed, the manner in which

wool is treated when it is transferred from the bullock drays to the steamers at Ipswich; the bales are torn and destroyed. Would it not be more economical that the trucks which take in the wool at Condamine, or Dalby, or Warwick, when the railway shall be extended to those places, should come direct to the port of shipment with their loads? We have a large population between this and Ipswich, on the line of the Brisbane river; and they, equally with the squatters, deserve to have an easy means of transit provided for their produce. The farmers on the shores of the river would not then have to wait for two tides, and to spend, as they now do, twenty-four hours in taking their produce in their boats to either Brisbane or Ipswich. A railway would be an amazing boon to the inhabitants on this line. The line is the easiest in the district; it is almost a perfect level between the respective termini, and would be comparatively inexpensive. I have watched with great attention the reply of the honorable the Secretary for Lands and Works to the motion of the honorable member for Maranoa, in which he distinctly stated that the Government would not object to the survey of a line, because they would be able thereby to ascertain what the difficulties of construction will be, and what the expense will be. I do not ask the House to pledge themselves to anything at all. I believe the end we ought to have in view is the completion of the railway, and it will not be complete unless it comes to the metropolis. We should have no legislation for the benefit of one town or the other, but only for the benefit of the colony at large—which is all we have to look to. I say, if this thing be carried out in a fair and open manner, we shall have the railway to Brisbane, and eventually to Lytton—as our shipping increases. I remember on one occasion, a gentleman, who, I believe, it is said, represents Warwick, was boasting of the products of the Downs; and he said that if all the bullocks, and the hides, and the horns—and himself, though last, not the least, valuable product—did not pass through Brisbane, we should be nowhere; and that if we did not mind ourselves and be satisfied with what we got, if we were so very bumptious, if we continued throwing impediments in the way of the Government and the autocracy of the Darling Downs, those magnates would themselves get up a railway from Ipswich to Cleveland, and would not let us have a bullock or a sheep, and that we should be ruined. This, however, was only a flight of the imagination of a person who does not represent a constituency. I hope it will not be the case, that because I ask for this survey, the city is to be ruined. I think my motion stands on broad grounds, and I think I have shown it. I put it to honorable members to show why this should be the only country on the face of the globe where railways are

established, without the capital being in communication by their means with the interior. I admit that I am one of those who feel strongly, and that I have expressed myself strongly upon the railway policy of this country. I am still of the same opinion, and I feel that we are going a little too fast. But, I say I do not want this railway authorised immediately—I only want the survey made; not until we have a little more means to carry it out. I regret that the colony has been so sunk in debt as it is at present. I ask that the survey may be completed as soon as possible—as soon as the Government can spare hands for it; that we shall have the levels taken and know the cost of the work. I think there is no part of the colony that has a stronger claim for a railway than this through which the proposed survey is to be made. The city, and the country surrounding it, contains one-third of the population of the whole colony; at any rate, the number of people in Brisbane and East Moreton amounts to more than one-fourth of the population. Are we to be denied railway communication, because we have no friends in high quarters? I trust that will not influence the Government; but that they will mete out even justice to all. They are a comfortable lot, the half-dozen representatives of the town of Ipswich, and the district of West Moreton, which constituencies send the four Ministers into this House. I trust that they will not be actuated by the fear which was expressed by a certain gentleman at Ipswich—"If you let the railway pass your doors, it will ruin you." I was some time since very much struck by hearing a gentleman from the Darling Downs make an observation in the presence of an influential inhabitant of the town of Ipswich, in the course of a conversation on the subject of railway communication between Ipswich and Brisbane. The gentleman from Ipswich said, "surely, you would not advocate the extension of the line from Ipswich to Brisbane;" and to this, the gentleman from the Downs replied, "surely, you would not have me be able to come to Ipswich in two hours, and then find that it took me four hours to get to Brisbane." Such a state of things would be most anomalous and absurd, and I, therefore, maintain that as soon as we have sufficient funds and sufficient means at our disposal for the purpose, we have a right to obtain the extension of the line to Brisbane; and, if the bar at the mouth of the river, and other obstructions cannot be removed, so that first-class ships may be able to come up to Brisbane, the railway might, at a very small outlay, be extended to Lytton, which would then be to Brisbane what Sandridge is to Melbourne. I put it to the honorable members for the northern districts—for the Downs, for Maranoa, and other districts—I should be afraid to say a word to the honorable members for Warwick and for the Eastern Downs—but I ask other honor-

able members, if they will be satisfied without a complete line to the capital, where they have all their business connections?—will they be satisfied, on arriving at Ipswich, to be shut up there, and have to wait twenty-four hours for a steamer to get to Brisbane? I again put it to my friends, whom I esteem as highly as I esteem any one in the city—to those friends who have expressed their intention to oppose this motion—and that shows that we have no organization amongst us—that we act, as a rule, according to our own opinions, and act together only when we agree as to questions of State policy and facts; but there is nothing of State policy in this, which is mostly a matter of detail; and I am sorry that my honorable friends have already, in the discussion on the last motion, somewhat anticipated this one, and it was hardly fair for them to do so—but I put it to them to say whether there is any good reason why this extension should not be made? And, although they have expressed themselves against the motion, I would still hope that they may change their minds. I also put it to the northern members, and ask them to remember what was the conduct of the members for Brisbane when their districts were unrepresented? I remember when the honorable member for Fortitude Valley and I were the only members to stand up on behalf of the claims of Rockhampton when it was unrepresented. The honorable the Attorney-General smiles, but his memory is not so short as not to remember that we did everything in our power to secure the rights of that important town when it was unrepresented; and I challenge any honorable member to shew, by the records of the House, that there was a single case on which any important division took place in which the members for the city constituency, or for South Brisbane, or Fortitude Valley, voted against any expenditure for the improvement of the northern districts. It was then urged by us on several occasions, that the town of Rockhampton was unjustly treated while it was unrepresented, having just sprung into existence, and that the inhabitants had a right to a fair share of the expenditure of the colony. I put it also to my honorable colleagues to say if there was a single case in which a sum of money was asked for, for the improvement of the northern districts, that the members for the metropolitan and southern districts did not support it; and, therefore, I say to those northern members, in the words of the common adage—one good turn deserves another. In all legislation I desire to see fair play. Let us not legislate for one particular place or town—not for Gladstone, or Rockhampton, or Port Denison, but for the known wants of any particular locality. If Ipswich has got its railway, I would like to know what good reason any honorable member can give why the railway should terminate at Ipswich.

An Honorable MEMBER: There is a navigable river.

Mr. BLAKENEY: A navigable river! With all respect to the honorable member, I say it is not a navigable river. A navigable river should be navigable at all times, but there is only one period of the day when a steamer can come down the river. I admit, when the tide is full, you can come down the river in a small-sized vessel; and if you could come down at all times of the day, I would admit that the river is a navigable river. But will honorable members shut their eyes to this fact, and will they deny it, that the distance from Ipswich to Brisbane, by the Bremer Creek and the Brisbane River exceeds fifty miles, while the distance by land is only twenty-five miles? Honorable members say we have a navigable river, though that river can only be traversed once in twelve hours, and it takes a swift steamer four hours to come down, and the quickest passage was made in three hours and a-half. Any honorable member, who is not blinded by the jealousy that exists between Ipswich and Brisbane, would see the great advantage it would be to everyone having business between Brisbane and the interior, by way of Ipswich, to have the two towns connected by railway. The river, which I have shown is not navigable at all times, is fifty miles in length, and the road is only twenty-four miles in length, and with the able staff of engineers the Government can at all times command, it is not a violent presumption to say that the distance might be reduced to twenty-three miles. Now, let honorable members compare that, and the means of rapid communication at all times, with fifty miles, and the means of communication only once in twenty-four hours. Perhaps some honorable member will say that, in the matter of traffic, a navigable river would beat the railway. Well, I will admit that it may in some cases, such as on the Hunter, but that river is navigable at all times, and yet there is a railway running alongside of it. And that river is miles in width, and is navigable at all times as far up as Morpeth; and it is navigable for steamers having a greater draught of water than the steamers between Brisbane and Ipswich. The river there and the railway are the same length, but here we have a river that is more than double the length of the road, and which is not navigable at all times. The Government did not object to the survey of the country for an extension of the line to the westward, and now all that I ask for is a sum of £2,000 to complete the survey that has been partly made. I do not know if £2,000 will be required. If it can be done for £1,000, so much the better. It is an easy line, and no harm will be done by having it surveyed now, so that we may be prepared to extend the line with as little delay as possible to the city of Brisbane—a city which is increasing and rising in importance every day. It will be a hard thing if

the representatives of this colony should say "No" to this motion—if they should say to the citizens of Brisbane: "You shall only have communication with Ipswich once in twelve hours, by the river Brisbane and the Bremer Creek." I sincerely hope that such a decision will not be come to by this House, but that honorable members will agree to the resolution. We have seen that, with respect to the last motion, which was for the survey of ninety miles—a greater distance than that for which I ask this sum—the Government acquiesced in it, and the motion was carried by three to one. Now, I hope that every honorable member who voted for that survey will vote for the survey of the line I propose. I do not ask the Government to confine itself to any particular line, but only to have a survey made, so that a railway may be formed at a future time, when the finances of the colony are in a sufficiently flourishing condition to enable us to do so.

The SECRETARY FOR LANDS AND WORKS said: I am sorry, sir, that this motion has been introduced to the House by the honorable member for North Brisbane, Mr. Blakeney; and I regret that he has introduced it by those appeals to local prejudices and feelings which are predominant in all the appeals that honorable member makes to the House. Now, sir, I have never seen in this House the slightest expression of jealousy on the part of any of the honorable members for Ipswich; and when such feelings or prejudices have been mooted in this House, it has invariably been by the honorable member, Mr. Blakeney. I appeal to the House whether the language he has made use of to-night is not calculated to engender the very feelings he professes to deprecate. But notwithstanding all that has been said by the honorable member, and notwithstanding all that he has quoted of my language as to the line to the Condamine, I must confess, that if I were, on the part of the Government, to consent to an expenditure of £2,000 for the survey of this line, I should be unworthy of the confidence of the House. The honorable member stated, and stated correctly, that I had no objection to the proposed survey of a line from Dalby to the Condamine; but if the honorable member would look at the grounds on which the Government first introduced the Railway Bill to the House, he would see how it was that I could consent in that instance and not in this. The object of the railway policy introduced by the Government was the substitution of railway communication for the mud tracks that existed throughout the interior. It was to provide for the internal communication of the colony, and not to compete with water communication, where such means of communication might be found. More than that; in the Railway Act that was introduced, it was recognised that the head of the navigation was the point at which railway communication should commence. But the honorable

member should not make statements that are easily contradicted. In discussing this question, he has entered on a subject he does not well understand; but I am not at all astonished at that circumstance. What I am astonished at is this, that considering the line of conduct the honorable member has pursued with regard to railways, he should ever have presumed to bring forward such a motion as this. The honorable member knows that the Government are pledged to a certain gauge; and now I ask the honorable member if he is pledged to support the Fitzgibbon gauge, and the "Fitzbogie" engine, and the speed at which we are to travel; because, if so, he will find that, instead of taking as long to come from Ipswich by coach as it would take to come by railway from Toowoomba to Ipswich, it is exactly the reverse. The conveyance from Ipswich to Brisbane takes about three hours and a half, and by railway communication from Ipswich to Toowoomba, the time that would be occupied in traveling the distance, would be about seven hours. The honorable member should also recollect that we have to ascend a range of seventeen miles; and the advantages the honorable member has put forward with regard to speedy communication, will not, therefore, exactly be borne out. But I must also again tell the honorable member, as I have before stated, that in the policy which the Government has already developed in this House, on the subject of railways, it was no part of that policy, at any time, that railways should come into competition with water communication. But the honorable member has failed to inform the House with regard to one important point, and that is, whether he means that the railway should come into Brisbane at all; because if so, he has failed to tell us how we are to find funds to erect a bridge across the river. If the opinions out of doors are to be taken, I may say many well-informed persons urge that if a railway is to come from Ipswich to Brisbane, it should cross the Brisbane river at its junction with the Bremer, as that is considered to be the shortest route. But, again, many say that the only line that can be advantageously established is one from Ipswich to Lytton, and no doubt that is the only line that should be followed; for, as the honorable member has stated, Lytton will undoubtedly sooner or later become to Brisbane what Sandridge is to Melbourne. The honorable member has urged that on goods arriving at Brisbane, from the interior, it would still be necessary to transfer them to ships, to be conveyed to Lytton.

MR. BLAKENEY: No, no.

The SECRETARY FOR LANDS AND WORKS: I understood the honorable member to say so, but if there is to be a transhipment at all it may as well take place at Ipswich as at Brisbane, to go to Lytton. As I before stated, it is unnecessary to substitute railway communication for river communication, as

regards the conveyance of goods, and if a railway is to be established between Ipswich and Brisbane, it must only be for passenger traffic, because goods will always be sent by the cheapest means of conveyance. Honorable members know that in those colonies, where railways have been established along the line of rivers, they have not paid the interest on the capital invested, and in some cases they have not even paid the working expenses. When the honorable member, in urging his motion for a line from Brisbane to Ipswich, appealed to northern members for their support, why did he not also pledge himself to support a line from Gladstone to Rockhampton?—for such a line would open up an extensive country that has not yet been developed, would lessen the time of communication in a greater degree, and would in every other respect be attended with more and greater advantages than any line between Brisbane and Ipswich could possibly be. The honorable member stated that the Hunter at Morpeth is miles in width.

Mr. BLAKENEY: I did not say at Morpeth.

The SECRETARY FOR LANDS AND WORKS: I understood you to say so; but I defy the honorable member to prove that at any part the Hunter is miles in width, and at Morpeth it is not so wide as the Bremer. Now, I have not the slightest personal objection to the establishment of a railway between Brisbane and Ipswich, and probably when the matter is brought forward on behalf of a private party, by some one who really takes an interest in railways and in railway communication—when a motion of that kind is introduced, for the purpose of establishing a railway by a private company, I shall be happy to give it my support. But, as I have already stated, the Government never entered on the consideration, even of their railway policy, with the view of making railways where another excellent mode of communication existed. And I believe this also, that if we were to go into the money market and attempt to borrow money for the purpose of making such a railway, it would be one of the strongest circumstances to injure our financial credit. Every honorable member must know that the creditors of the colony are always on the lookout with regard to the value of their securities; and honorable members must know that if railways are entered upon, except for the purpose of opening up the country and developing it, money would not be readily advanced for anything of the kind. For that, and other reasons, I cannot support the motion; and I may inform the honorable member that any survey that may have been made, will have to be made again. There are no surveys in existence that are worth sixpence, and, therefore, it is unnecessary for the honorable member to inform the House that the surveys have to be completed; for the fact is, they have yet to be begun and finished; but I cannot consent to expend the money of the

colony for lines of railway that are unnecessary, especially as it would be necessary to borrow the money for the purpose. With regard to the communication between Ipswich and Brisbane, I have no doubt honorable members are satisfied in their own minds as to the coloring which floated through the statements of the honorable member for North Brisbane, Mr. Blakeney. Honorable members are themselves cognizant of the position of the river; they are well aware of the state of the river between Ipswich and Brisbane; and when we come to look at the two modes of communication, I maintain that it would be an act of the grossest extravagance and reckless expenditure to take the public money for the purpose of the railway proposed by the honorable member. If a private company were to undertake anything of the sort, I would render them every assistance; but I never could, and cannot now—and I regret it very much—I cannot urge on the House to take the public money for any such line; and, therefore, I must oppose the motion.

Mr. WALSH said he was quite confused by the statements made by the honorable the Secretary for Lands and Works, in his endeavors to extricate the Government from the difficulty in which they were placed with respect to their railway policy; and, in order that honorable members might have an opportunity to consider those statements, so as to understand what the policy of the Government was, he would move the adjournment of the debate.

Mr. DOUGLAS seconded the amendment.

Mr. PUGH said he regretted that the honorable member for North Brisbane (Mr. Blakeney) should have used such language as he had, in bringing forward his motion, for he could not see that there was anything in the subject to call forth such expressions of feeling as the honorable member had indulged in.

The SPEAKER asked the honorable member if he were addressing himself to the motion or to the amendment?

Mr. PUGH said he was speaking to the motion.

Mr. WALSH withdrew the amendment, in deference to the wishes of several honorable members.

Mr. PUGH then proceeded to say that the principal reason urged by the honorable the Secretary for Lands and Works against the motion was, that there was a navigable river between Ipswich and Brisbane, and, therefore, there was no necessity for the projected line of railway. Honorable members, however, knew that before Separation a survey for a line of railway was made by the New South Wales Government, at a cost of between £3,000 and £4,000. He did not know if the Government ever saw anything for the money. However, the fact that a survey was made, shewed that at that time the expe-

diency of a line of railway between Ipswich and Brisbane was admitted, notwithstanding that there was a navigable river. He confessed that he did not see anything in the principal argument used by the honorable the Secretary for Lands and Works, which was to the effect that produce would always be sent by the cheapest route, and that, therefore, the river steamers would come into competition with the railway. Now, that was an argument that did not hold good in all cases; and he believed that it would be cheaper for the squatters to send their wool from Maryborough to Brisbane by railway, and have it shipped here for transmission to Sydney, than to send it to Ipswich by railway and have it shipped there for transmission to Brisbane, where it would require to be transhipped to be sent on to Sydney. As produce had to be shipped, people would prefer to have it shipped at once. As to the matter of time, he was sorry to hear the honorable the Secretary for Lands and Works say that the rate of travelling would be so slow that it would take seven hours to come from Toowoomba to Ipswich. He believed the distance could be travelled in about the same time by the coach; and he understood that railway communication was desired, as much on account of speed as to secure regularity of communication. The object of having railways was not only to supply the means of rapid communication, and to provide for existing wants, but also to create traffic; and he thought a line between Brisbane and Ipswich, if once formed, would promote so much traffic, that it would be profitable, and would yield a greater per centage on the outlay than any line in any other part of the colony. The traffic by the steamers was great, and so was the traffic by the road; but with additional facilities, the traffic would be rapidly increased. They could not at present, by the traffic that existed, judge of the traffic that would be by the line between Brisbane and Ipswich, because it would be greatly increased. It was said that all the lines that would be undertaken by the Government would be reproductive, but he thought a line from Brisbane to Ipswich would be more reproductive than any other that could be projected. He should support the motion; and he might say, that he agreed with his honorable colleague, the mover, that the whole of the £2,000 might not be wanted to complete the survey. He thought that, as so much land was already alienated along the line of route, the Government should have the survey made as speedily as possible, that such lands as were yet unalienated might be reserved from sale so as to avoid the expense of repurchasing them.

Mr. R. CRIBB supported the motion, though if it were lost, he would attribute it to the language of the mover. He could understand such language being used in reply, if provoked by anything in the course

of debate, but why such language should have been used in the bringing forward of the motion he was at a loss to understand. He trusted, however, that other honorable members would not allow themselves to be so influenced by the speech as to vote against the motion. The motion did not ask that a railway should be made at any particular time, but only that the line of route should be surveyed, in order that unsold lands might be reserved for railway purposes; for he thought no doubt could exist that a railway would ultimately be constructed between Brisbane and Ipswich. He did not think there was any reason why the line should be carried out now; and he believed that, considering the limited resources of this infant colony, the only wise course of policy to pursue was to carry out first such works where they were most wanted. Holding that view, he was always of opinion that a railway to the interior should start from Ipswich; and that they should not spend their money in providing railway communication between Brisbane and Ipswich, before they got railway communication with the interior. When that was accomplished, then would be the time to discuss the question of constructing the line between Brisbane and Ipswich. They might take it for granted that a line would be formed some time or other, and the question, therefore, for them now to consider was, whether the Government should, by a trifling outlay, reserve in their hands lands which, if they sold, they would have to repurchase at a very high rate. That was the question which had to be decided; and he asked the Government to set aside all the extraneous matter that had been brought forward, and consent that this survey should be carried out. He was sorry to hear the honorable the Secretary for Lands and Works oppose the motion, but he hoped that honorable member would yet change his mind on the subject.

The COLONIAL TREASURER said there were two prominent reasons why he thought the motion of the honorable member for North Brisbane (Mr. Blakeney) should not be acceded to by the House. In the first place, one great reason was, that put forward by the honorable member himself, and which it would be his duty to urge in a different light, namely—that of railways being commenced, not from the head of navigation, but from towns and cities between which there were navigable rivers. Now, if there was one point that, more than another, was unanimously acceded to when the general railway policy was before the House, it was that the mistake which was committed in New South Wales should be avoided in this colony. He thought that was a fundamental and prominent reason why the motion before the House should be objected to. The other reason was, that the railway policy of the Government, which was established as the policy of this colony, was most strenuously opposed by the honorable

member who brought forward this motion. While that policy was in its first stage of existence, and before it was tried, that honorable member, though he objected to it on account of the great expense into which the colony would be driven on account of railways, now came forward and, most inconsistently with his former conduct, asked the House still further to plunge itself into the course of expenditure to which he had hitherto objected as regarded railways. It appeared to him that the basis of the railway policy of the Government and now of the colony, had not been clearly stated; and that was, that the colony, in consequence of the smallness and sparseness of its population, had not arrived at that stage when passenger traffic could be relied on as sufficient to render railways reproductive. The railway policy of the Government was, therefore, directed towards providing the means of conveying goods and produce to and from the interior of the colony. The policy was not devised primarily for passenger traffic, but for goods traffic. Now, it appeared to him impossible for the honorable member for North Brisbane to shew, that in the future circumstances of the colony there could ever be any but passenger traffic between Ipswich and Brisbane. If he was right in this opinion, he held that when it could be shewn that the passenger traffic between Brisbane and Ipswich would be sufficient, or nearly sufficient, even to be payable, the sooner a railway was constructed the better. The honorable member for North Brisbane had argued that a railway between Ipswich and Brisbane would be advantageous, with respect to the shipment of goods; but he must confess that he did not see what advantage there would be in that respect, for it would be as easy to place heavy goods in lighters at Ipswich as at Brisbane, to be conveyed to vessels in the bay. Further than that, it appeared to him that the railway would not be adopted for heavy goods traffic between Ipswich and Brisbane, on account of there being a navigable river alongside, and if that reason was good, he submitted that, taken with the others he had mentioned, the present time was too early for the motion of the honorable member for North Brisbane. It was also right, as stated by his honorable colleague, the Secretary for Lands and Works, that they should look well to their financial position, and consider how those from whom they had to borrow money in England, were likely to regard any such proposition for the construction of a toy railway for passengers, when there was not sufficient traffic to render it payable. He maintained that it would be very difficult indeed for any honorable member, however much he might be prejudiced in favor of this railway, to shew that it would pay by passenger traffic only, and without the assistance of a large goods traffic. At the present time, there was not a sufficient passenger traffic. When the day came, however, when there was a sufficient traffic of that kind, he would

be happy indeed to support the construction of a railway, whether by a private company or by the Government; but the line was one which he thought should be constructed by private enterprise. Entertaining those views, he felt he must vote against the proposition before the House.

Dr. CHALLENGER said it had been over and over again affirmed in that House, that if there existed any certain means of conveying goods to the interior, railways would not be formed; and it was because of the impossibility in wet seasons of goods being conveyed for months a distance to which they should be conveyed in as many days, that it was deemed absolutely necessary that railways should be constructed to the interior. The honorable member for North Brisbane had told them that communication was impossible between Brisbane and Ipswich except once in twenty-four hours. But the honorable member, in saying so, must be ignorant of what was going on in this great city, which was rapidly improving every day. He could scarcely be aware of what was going on at the south side of Brisbane, or he would have known that there was a vessel now on the stocks there that would be able to go up and down the river between Brisbane and Ipswich twice a day. He referred to the "Emu," which he had been told, would, when loaded, be able to go up and down the river at any time of the tide. An honorable member remarked to him, that she was a passenger boat; but that was just what was wanted—a swift passenger boat. And, as to produce, there was no need to fear that as soon as there was sufficient traffic to justify it, additional steamers would be placed on the river, and they would make it their business to call and take the produce of the farmers at station wharves along the river. It did not follow, as had been remarked by the honorable the Colonial Treasurer, that because other countries had commenced making railways at the wrong end, the same course was to be followed here; or that, because they had wasted the public money in carrying lines of railway from the principal towns to other towns for the traffic, between which there was good means of water carriage, their example should be followed here. He also concurred in the opinion that had been expressed by the honorable the Secretary of Lands and Works, that if they were to make a line of railway along the banks of a navigable river, it would have the effect of damaging the value of their debentures in the English money market. As to the necessity for making a survey of the line at present, in order to avoid the expense of repurchasing land at some future period, the fact appeared to have been over-looked that almost the whole country between Brisbane and Ipswich was already alienated. There did not, therefore, exist the same necessity, on that ground, for an immediate survey being made, as there existed for the survey of a line to the interior. The honorable member for North Brisbane,

Mr. Blakeney, had sought to make honorable members from the north believe that the city members were the only members who supported the just claims of those districts while unrepresented. It was true that the honorable member made this reservation, that it was not all that was asked that the city members supported, but only all that the districts were entitled to. Well, he maintained, that he also supported such motions when they came before the House. As to a feeling of jealousy existing between Brisbane and Ipswich, he admitted that it did exist; but whenever that feeling was referred to in the House, it was not by the members for Ipswich but by the members for Brisbane. Such references always reminded him of the old adage, that the first to cry "stop thief" was the man who stole the goods. He might repeat what he had stated before, that it appeared to him the people of Brisbane made it their business, on all favorable occasions, to decry the town of Ipswich, and had always done all they could to prevent immigrants arriving in the colony from going to Ipswich. To refer again to the question before the House, it should be remembered that the construction of railways by the Government was not merely to meet the convenience of the people in certain districts, but to provide for an absolute necessity, and that was the only principle upon which, under present circumstances, the Government would be justified in making railways. When the time came for the construction of railways, for the purposes of mere personal convenience, then would be the time for private companies to step in and do the work. At present, time was not so much an object in those districts, to which it was proposed to carry railways, as the possession of a means of communication with the coast. It made little difference to the squatters coming to Ipswich by railway whether it took three hours or less to come down to Brisbane. There would, even with the longer period, be plenty of time for them to come to Brisbane and transact their business, and they might as well spend their time on the river as in the inns in Brisbane.

AN HONORABLE MEMBER: Or Ipswich.

DR. CHALLINOR: Or Ipswich—and there were as good inns there as in Brisbane. The honorable member for North Brisbane had asserted, that because vessels could not at all times ascend the Bremer, it was not therefore a navigable river; but he would ask the honorable member, why, if he wished to see more frequent communication, he did not recommend the expenditure of money in deepening the river, so as to improve the navigation, rather than an expenditure for making a railway? He could assure the honorable member that it would take a great deal less money to deepen the river so as to make it navigable at all times, than it would take to make a railway between Brisbane and Ipswich. The

honorable member seemed to have forgotten that, according to his own view of what constituted a navigable river, the Brisbane was not a navigable river till a large sum of money was expended upon it in cutting the bar and removing other obstructions; and he also seemed to have forgotten the case of the Clyde, in Scotland, which at one time was so shallow at Glasgow that a small boat only could reach the city; but now, in consequence of the dredging operations that had been carried on in it, vessels drawing twenty feet of water might be seen lying alongside the quays. The honorable member for North Brisbane would also have the House believe that the country between Brisbane and Ipswich was comparatively level. He could only inform the honorable member that, if such was really his opinion from observation, he must have seen it with different eyes from what he (Dr. Challinor) saw it; and he believed that, if the honorable member had to walk the road, he would find his feet better guides to him in that respect than his eyes. He might say that, personally, it would be a great convenience to him, and a saving of money also, if there was a railway between Brisbane and Ipswich, because he could then attend to the duties of his profession, as well as to his duties in that House. As no reference had been made to the case of Liverpool and Manchester, he might be permitted to say he believed, that had there been a river like the Brisbane, and its tributary the Bremer, between those two towns, it would have been a long time before a railway was constructed to provide the means of communication between them; but the Irwell, which emptied itself into the Mersey, was a mere brook which had to be dammed up with weirs to render it navigable for barges; and, consequently, those vessels had to ascend and descend it by means of locks. Hence the necessity of a railway in that quarter. The object of railway communication was not so much speed as regularity, and there was no occasion for such great speed between Brisbane and Ipswich as the honorable member would have the House to believe. The object of the resolution before the House was not to obtain the immediate expenditure of the money; but it affirmed the principle that it would be necessary at some future date for the Government to construct a railway between the two places; and that, he contended, was not a principle which the House ought to adopt—it was not the principle which the House had already affirmed, the regular transit of goods in the cheapest way. It had not been shewn that it would be cheaper to transport goods by railway alongside of a navigable river. He should take precisely the same view of the question if he resided in any other part of the colony, for he thought it was one which every unprejudiced person must take. He opposed the motion, because he did not think the line could be a profitable one to the Government,

all the adjacent lands, or nearly all of them, being already alienated for miles on either side of the line. There was no real argument in support of the railway, either on the score of principle or expediency, and he should, therefore, vote against it.

Mr. BROOKES said it appeared to him that the most pertinent and the most argumentative speech on the question before the House, had been made by the honorable member for East Moreton, Mr. R. Cribb, as it had called the attention of the House to the actual terms of the resolution, which simply asked that the sum of £2,000 be placed on the Estimates for the purpose of making the necessary surveys. It was, unfortunately, true that the sum of £3,000 had already been wasted on a survey of that line of country. But he did not think any answer had been made, or could be made, to the argument, that in order to save expense to the country where such a line of railway was to be constructed—and it would have to be made sooner or later—it was necessary to have the surveys carried out at once, and that the lands adjacent to the proposed line which were not alienated should be reserved. That would be simply to act upon the principle to which the honorable Colonial Treasurer had invited special attention—financial economy—a principle which honorable members would, no doubt, with the aid of "Hansard," retain in their memories, when the Estimates came under their consideration. But there was one great railway fact—a great financial fact—which appeared to him to have been wholly lost sight of. Had the Government in England undertaken the formation of railways, a saving of something about four millions of pounds would have been effected. He spoke under correction, but he believed he was correct, and that every railway constructed in England by private enterprise had cost twice as much as it would have cost if it had been undertaken by the Government. That fact quite destroyed all the arguments which had been made use of in favor of private enterprise. He would call the attention of the House to the fact that there was no question before them which involved the expenditure of any large sum of money. The House was not called upon at present to take that question into consideration at all; the subject for discussion, was simply the survey of the proposed line between Brisbane and Ipswich, at a cost of £2,000. Honorable members had that very day affirmed the expediency of extending the railway to the south-western portion of the colony, and all the arguments which had been advanced in support of that motion, applied with equal or greater force to the resolution before the House.

Mr. MILES opposed the motion, on the ground that there was a good macadamized road between Brisbane and Ipswich, besides a navigable river connecting the two places. There was, therefore, no analogy whatever

between the two cases, especially as in the Condamine district not a single sixpence of public money had ever been expended.

Mr. FITZSIMMONS said he had some knowledge of the rivers in the neighboring colony which had been alluded to—the Hunter River, and the Parramatta River. He was in New South Wales at the time that the railway was made between Maitland and Newcastle, and to his knowledge it did not pay working expenses for the first and second years. The year before last it returned one-half per cent., and the last year it paid something more. During the time that this railway was losing money, the steamers were actually gaining seventeen and a-half per cent. upon the money invested in them. That was a strong argument to prove that a railway was not likely to answer for some time. He made that statement advisedly, as he had been to a certain extent interested in the undertaking himself. The first year after the formation of the railway between Parramatta and Sydney, it gave no return at all; it barely paid working expenses; but it had kept on increasing year after year, until last year it had returned something like five per cent., and this year it had increased to six or seven per cent. It appeared to him, however, that the object which some honorable member had in view was, not so much the advantage of railway communication, but rather to raise the importance of one town at the expense of the other—to see which could be made the greater place—Brisbane or Ipswich. For his part, he thought the money borrowed for railway purposes ought to be expended in the most important districts of the colony—those districts which yielded the greatest returns. That had not hitherto been the case; for he found, by the customs returns, that Brisbane, for the six months ending 31st March, contributed £45,559; Ipswich, during the same period, £14,318; Rockhampton, £21,317, and, with the addition of Gladstone, nearly £24,000. So that the revenue received from Rockhampton was nearly one-half that of Brisbane. It would be found, however, that the expenditure upon Brisbane and Ipswich differed very materially from that upon Rockhampton, in proportion to the revenue of the respective places. The northern members were reasonable in their demands, and did not press the Government for any large sums of money. But, if equal justice were dealt out, the people of Rockhampton should have had as large a share of the public money as that which had been expended in the district of Moreton. The customs receipts from Ipswich, the Darling Downs, and Warwick were not more than two thirds of the receipts collected at Rockhampton, and a much larger share of the expenditure ought, therefore, to have been given to Rockhampton. However, he believed the intention of the Government was to do equal justice to the northern districts, which had hitherto been neglected, and he

had every confidence that they would carry out, as far as lay in their power, that intention honestly and fairly. It was, nevertheless, impossible for any Government, with the best intentions, to deal even-handed justice to the several districts, as the representation of the colony was apportioned. Rockhampton contributed nearly half the revenue which was collected by the metropolis, yet Brisbane returned six members, while to Rockhampton was allotted only one. Again, the revenue of Ipswich was scarcely two-thirds that of Rockhampton; but Ipswich and Moreton were represented by six members, and Rockhampton had only one. He maintained that it was impossible for the Government to resist the pressure which would be brought to bear upon them to do justice to the northern districts. In the meantime, he thought, the instance he had quoted of the railway between Maitland and Newcastle would be sufficient to prove that the line under consideration was not likely to be profitable for some time to come.

Mr. WALSH moved the adjournment of the debate, but the motion was not seconded, and lapsed.

Mr. DOUGLAS said he was disposed to go to a division on the question, and he hoped, once for all, to get rid of these interminable railway debates. He would much rather have refrained from speaking at all upon the question, but as he had been referred to, he would explain his reasons for voting against the motion. The honorable gentleman who brought it forward had expressed his surprise that he (Mr. Douglas) and the honorable member for the Burnett, should oppose him. For his part, he could only say that he wished he could have continued the very concerted action which had been taken in supporting the interests of the northern districts. But the honorable member for North Brisbane (Mr. Blakeney) seemed to think that because he had accorded his support to the claims of these districts, he (Mr. Douglas) ought to reciprocate the kindness by assenting to the resolution brought forward by the honorable member—that he ought, in fact, to exemplify the old adage, “ca me, ca’ thee.” But he did not consider that was by any means a sound principle. As to the question whether a line between Brisbane and Ipswich would be reproductive, it was, of course, a matter of opinion. If any line of railway was likely to prove so, he thought it was the line in question. There was a large population located at either terminus, and it was well known that the profits of a railway depended upon the passenger traffic, and not upon the goods. Therefore he was inclined to believe that this railway would be most productive, the most immediately paying, inasmuch as there would be the most considerable passenger traffic on it of any line in the country. But he was not aware if that was one of the principles of reproduction which the honorable member had

in view. His principle, it appeared, was to make railways where previously there were mud tracks, and that was the ground for his supporting the motion that had come before the House at an earlier period of the evening. The honorable member had said, if a line of railway was made between Brisbane and Ipswich, it should be by private enterprise. The time might come when he might find himself in the position to favor such a proposal—that was, when it came in the form of an application by a private company to undertake the speculation. He (Mr. Douglas) believed, if the Government did not undertake it, that a private company would do so. Would the honorable member assert that if such a proposal was made, he would support it? There was an objection to giving to a private company the control of the principal traffic. This was the very thing which had occurred in New South Wales. A private company proposed to make a line at Morpeth without the cost of a single sixpence to the Government. But the Government refused, and would not permit the company to take the traffic of their lines to Singleton and Newcastle; they objected to a line that would take most of their traffic being constructed by a private company, and preferred to make the line themselves. There seemed to be no alternative here. The Government must make the railway from Ipswich to Brisbane, or insist upon such conditions as would trammel a private company. If a private company should make it, it would end in the Government buying the line; so that he was not hopeful of such an enterprise being carried out by a private company. When a similar motion to the one before the House was brought forward two sessions ago, he voted for it; but he found it necessary, —now that, from the financial position of the country, we were absolutely not in a position to undertake expensive works in all parts of the colony—to look around him, and take his position upon some recognized basis; such a position, indeed, as he would have to take if he were in the place of the honorable member (the Secretary for Lands and Works) on the other side of the House. If he were in that position he could not accept the motion any more than he could accept the motion of the honorable member for Maranoa. That was not because the motion of the honorable member for North Brisbane had not his hearty good wishes, but because his consistency was superior to his wishes.

Mr. B. CRIBB said, having a personal interest in the motion, he should not have addressed the House, but that he wished to offer a few remarks, respecting an assertion made by the honorable member for Rockhampton. In justice to the merchants of Ipswich, he maintained that they were actually in a superior position to the people of Rockhampton. All the duties on tea and sugar which arrived for consumption in Ipswich

were paid in Brisbane. On those two items alone, on a rough calculation, the firm with which he was connected paid about £2,000 annually to the Brisbane Custom House. There were several other items, the duty on which was paid in Brisbane because they were too small to be sent up to Ipswich in bond. All the duties on goods that came from Sydney, and passed into the interior through Ipswich, were paid in Brisbane,—on spirits, wines, and tea and sugar, and so forth. The duty thus paid in Brisbane, on goods that were distributed from Ipswich, could not be less than £30,000 a year.

Mr. SANDEMAN expressed a hope that the time would come when we should see a railway from Ipswich to Brisbane, but not at the Government expense. He believed that such a railway would be a very paying one, if carried out by private enterprise; and the very arguments used by the honorable member for North Brisbane proved that, from its profitable results, it would be one of those enterprises that should be conducted by a private company. He had heard that there had been a good deal of personality in the previous debates. He had heard it partly from the honorable member for North Brisbane, Mr. Blakeney; but he could not exonerate that honorable member from the very charge—the very objection—that he had spoken of, because there was a great deal more than a slight tinge of personality in his remarks. He (Mr. Sandeman) did not wish to be personal. The question might, however, have a personal aspect to some honorable members, inasmuch as it appeared that Brisbane was the point on which it verged; and that the interests of Brisbane were to be placed against those of the colony at large. He (Mr. Sandeman) thought that in a young country like this, where there were such difficulties of transit, it was the duty of Brisbane to help the distant districts in every possible manner to obtain the means of transit which were so much required; and it was not desirable to go into expense for what was not actually required. He had heard that Queensland had obtained a reputation in legislation by avoiding the errors of other colonies. To compare greater things with small, one of the greatest errors New South Wales ever committed was the making of the railway from Maitland to Newcastle, because there was a good route by water. There was water carriage between Brisbane and Ipswich, and the question of a railway was not, therefore, one of pressing necessity. For himself, he should decidedly object to it, because, from the evidence adduced that it would be a paying enterprise in private hands, it was not, until absolutely necessary, such a work as the Government should undertake. He was not in the House during the recent debate on the railway from Toowoomba to Warwick, or he should have opposed that line, because he thought it was a work that might be postponed.

The country wanted main trunk lines of railway to bring the produce of the herds and flocks of the interior to market; funds were required to make those lines; and he thought that to expend public money on branch lines was to waste public money. The Government might as well make a line from Gladstone to Rockhampton as the one now proposed. The country must have trunk lines, and branch lines must be avoided, until we could afford to construct them.

Mr. WALSH said it was not his intention to detain the House on this occasion, because he considered that enough had been said on railways for one evening. Were he not actuated by another motive in giving his vote, he should certainly give it to a considerable extent upon the cogent reasoning of the honorable the Colonial Treasurer, whose statement, detailing his reasons for not acquiescing in the motion before the House, was quite sufficient to induce them to form a very correct opinion. But his chief reason for voting against the motion was similar to that given principally by the northern members who had addressed the House. They could not consent, and the House ought not to consent—if the Assembly retained the spirit of fairness which he, over and over again, and certain honorable members, had expressed as that which ought to be exhibited towards the north—to the expenditure of a large portion of money until something like justice, something like compensation, had been given to the north. It was certainly a new thing in the annals of the House that the north should be mentioned with the consideration that had been expressed for it on the present occasion. As a reader of the debates in past times, he was not aware that so much ineffective sympathy had been expressed by honorable members towards the north. He did hope that something more than professions would be forthcoming—that honorable members who had previously expressed their good feelings, who had made abortive efforts, would assist the representatives of the north. He confessed he believed that a great deal of the neglect of the north was due to the neglect of the constituents, who did not send members with northern sympathies to represent them in the Assembly. Although he could not endorse the remark of the honorable member for Port Curtis, which, he trusted, was an inadvertent one, and which he was sorry to hear, and to see received with applause by the other side of the House—that he trusted no more would be heard of railways this session—still he was pleased to know that he would not give his sanction to the expenditure at present proposed. He regretted that the Government should allow private members to bring motions of this kind forward; that, for their political support, such members should receive permission to raise, what should undoubtedly be considered, ministerial questions.

The question was then put and resolved in the negative, upon division, as follows :—

Ayes, 7.		Nôes, 17.
Mr. Stephens		Mr. Pring
„ Blakeney		„ Bell
„ Lilley		„ Fitzsimmons
„ Brookes		„ Miles
„ Edmondstone		„ Macalister
„ R. Cribb	} Tellers.	„ Herbert
„ Pugh		„ McLean
		„ Wienholt
		„ Mackenzie
		„ Dalrymple
		„ Haly
		„ B. Cribb
		„ Taylor
		„ Royds
		„ Sandeman
		Dr. Challinor
		Mr. Douglas
		„ Walsh } Tellers.