

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Council**

**WEDNESDAY, 18 JUNE 1873**

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# LEGISLATIVE COUNCIL.

*Wednesday, 18 June, 1873.*

Railway between Ipswich and Brisbane.—Extension of Southern and Western Railway.

## RAILWAY BETWEEN IPSWICH AND BRISBANE.

The Hon. H. B. FITZ rose to move—

That Mr. Thorneloe Smith and Mr. R. D. Stephens be examined at the bar of this House, on Wednesday next, or as soon after that date as may be convenient to them, with reference to the line of railway between Ipswich and Brisbane.

He said his only object in making this motion was, that further evidence should be heard. He wished to amend the motion, by adding to it—

That the approval by this House of the plans, sections, and book of reference be postponed until the evidence which this motion asks for is produced.

The PRESIDENT: I don't think the honorable member will be in order. That will be a different motion altogether—of a different signification and effect—and might take the House by surprise. It will be necessary to give notice.

The Hon. H. B. FITZ: He presumed, with the permission of the House—?

The PRESIDENT: Of course, as an unopposed motion.

The Hon. H. B. FITZ: Of course, the House were aware that the gentlemen named in the motion were at some distance from Brisbane, and that it would take some time before they could attend. If the House approved of the railway, to-day, the evidence of those gentlemen would be unnecessary.

The PRESIDENT: The honorable gentleman would understand that the approval of the plans, sections, and book of reference would come before the House as an Order of the Day; and that would be the time to object.

The Hon. H. B. FITZ remarked that there was no evidence before the Council, or before the other House, as to the survey of the north route, except that of the Chief Engineer.

The POSTMASTER-GENERAL: He thought the honorable gentleman was out of order.

The PRESIDENT: No. The honorable gentleman was about to move the motion of which he has given notice.

The Hon. H. B. FITZ: The report of the Chief Engineer was before the House, and he wished to afford honorable gentlemen the opportunity of obtaining further evidence upon this very important matter. They should not lose sight of the fact that a great responsibility was thrown upon them. They were supposed to be, and it was generally admitted that they were appointed as a check upon hasty legislation. Everyone must admit that this railway extension had been brought forward very hastily, and it had been decided in the other House by a division of twenty to eight. It might be said that as the gentlemen who held the purse-strings had decided that the railway should be made, the Council ought not to object to it. But the matter was too important, and he for one objected to endorse the action of the Government in the same hasty way. He did not see how the two Houses and the country were to be bound by the report of the Chief Engineer. As far as he was aware, the Chief Engineer was an inexperienced young man. No doubt he had raised himself to his present position, and it was very creditable to him that he had done so; but there was nothing in his past experience to bind the country or to induce the House to endorse his action. The Council were rather bound, by the position they occupied, to have other evidence upon so important a matter, and he (Mr. Fitz) trusted that they would not deal with it hastily, and that no honorable gentlemen came to the House pledged or with their minds made up to vote for the approval of the plans until the gentlemen named in his motion had been examined. Those gentlemen had occupied very responsible positions as engineers in the Government service, and he thought it was proper that the House should get their evidence, because there appeared to be such a very great discrepancy as to the cost of the line. The Government, as custodians of the public purse, had no right to extend the railway one yard further than was absolutely necessary. About £150,000 had been spent in dredging the river. What was the object of that work? To enable vessels to be brought up to Brisbane. The extra expenditure involved by the deviation of the line at Oxley, and by its coming down on the north side of the Brisbane, would be something about £100,000. And it was not as if the colony had money of its own to be spent, for every penny of that amount would have to be borrowed. His honorable friend, Captain Simpson, laughed; but, as everyone knew, he was wedded to

the northern line. No argument that had been advanced anywhere yet convinced him that it was right to take the railway from the south side of the river. The soundings of the river, from the bridge to Shaftston, which had been taken by Mr. Bedwell, were a very strong argument in favor of the terminus being on the south side, where the facilities for wharves to be made were greater than anything which could be found in North Brisbane. He thought it was not at all improbable, when those soundings were published and became known, that some large English shipping firm would acquire water-side property and build large warehouses on the south side. Then, it would be seen that the terminus at the Grammar School was an absurdity—when it was found that produce brought down by the railway to the Grammar School had to be carted over the bridge to the south side, to the warehouses there. He had no interest in the world as to which route the line took, and he had no object to serve in this matter; but he thought that it was quite unnecessary to put an extra tax on the colony by such expenditure as was involved in the north line. Looking to the future of the colony in regard to coal, the deposits of which were every day developing; how important it was that the mines which might be hereafter worked between Oxley and the Main Range should be attentively regarded in the consideration of the railway question. Suppose the coal to be brought down in the railway, it would be a great advantage that the trucks should be able to discharge it through shoots, erected at the waterside, into the ships' holds. What did we find here, now? That vessels left the port of Brisbane, in ballast, for Newcastle, there to load coal for Melbourne, Adelaide, and several other parts of the world. The whole of those ships could get cargoes of coal here, if proper facilities were afforded to them. He could remember well the time when the coal of Newcastle was considered scarcely worth mining for; because only the surface seams were then worked. In this colony, only the surface seams were worked. The miners had not yet gone to any depth in their operations. He was sure that in a few years there would be valuable coal got out between Brisbane River and the Main Range. The Council did not on previous occasions decide so hastily upon railway matters when brought before them. The Chief Engineer might be all he was represented to be, but his was the only evidence before the House in favor of the proposed line. On the first occasion of railways being brought before them, the Council summoned Mr. Fitzgibbon and other professional men to give their evidence. He (Mr. Fitz) questioned Mr. Fitzgibbon as to his experience of railway engineering; and that gentleman certainly gave a satisfactory account of his previous career—quite sufficient to warrant the high opinion entertained of him. He had no doubt that Mr. Stanley

was as clever, but he was a young man; and he could not have the experience of Mr. Fitzgibbon. The House should have further evidence before deciding the question. If the evidence which they might get should not be as satisfactory as they could wish, he for one would offer no further opposition to the railway; but, if he sat alone, he should oppose the adoption of the plans before further evidence was placed in possession of the House. He received a letter, this morning, from a very sensible colonist, which, with the permission of the House, he should read—but he should not give the name of the writer, who was connected with coal mining.

The POSTMASTER-GENERAL: He thought it was hardly fair of the honorable gentleman to read the letter, if he would not give the name.

The Hon. H. B. FITZ: If the President ruled him out of order, he should not of course read the letter.

The PRESIDENT: I do not rule so. It is not usual.

The POSTMASTER-GENERAL: It was irregular.

The PRESIDENT: It is giving the opinion of a gentleman outside the House. Whether that will influence the House or not, the House can decide.

The POSTMASTER-GENERAL: It mattered little, it would go for what it was worth—an individual opinion.

The Hon. H. B. FITZ (*reading*):

"As I perceive that the Railway debate was postponed upon your motion until Wednesday, I take the liberty of writing you to supply some information upon one of our greatest interests, viz., the coal trade, and which, unfortunately, the powers that be seem to ignore, or to leave entirely out of the question.

"That coal in large quantities exists all the way from Woogaroo to Ipswich, has long been known to most people, and during the last year coal of very superior quality has been found at Warrill, the Rosewood, and Blackfellows' Creeks, and there can be no doubt, I think, that it exists all along the railway line as far as the Main Range. True, as yet, our coal workings are, comparatively speaking, only scratchings; no one as yet having attempted to work any but the top seams, although from borings at Redbank, I fully proved three seams to exist there, and there are generally three seams wherever coal exists.

"I dare say you remember the time when the Newcastle coal mines were a much smaller interest than ours are now; but they have been fostered by the Government of New South Wales, in every possible way, building them wharves, steam cranes, and running trains to accommodate the trade, and the result is an immense trade.

"Now in the coal trade all depends upon the cheap rate at which they can be brought to market, and I have long looked forward to the railway to solve this question; but unless the railway ends at waterside premises, and that, where there is plenty of room, the hopes of all the coal proprietors in this respect will be doomed to disappointment, as a load of coal at the Brisbane Grammar School, where it would have to be carted, would be of no more value than at the pit's mouth.

Between the Bundamba and Six-mile Creeks, on the south side of the railway line, lie abundant beds of coal and ironstone, but unfortunately too far from the river to be profitably carted and then punted to Brisbane, which at present costs 5s. 9d. per ton, more than half the price of coals at Newcastle, while the price by rail, as paid at Newcastle, would be, say 3s., thus reducing the cost at Brisbane by 2s. 9d. per ton. Every day ships are leaving our port for Newcastle to load with coal for Adelaide, Melbourne, and India, to say nothing of our own northern trade. All this trade ought to be secured here, and could easily be by the deeper sinking for coal at the mines, and the erection of proper coal shoots at Brisbane.

"For all these reasons I think it a mistake not to take the line through South Brisbane, where the coal train could be dropped, and where there are abundance of wharfage and room for coal shoots, and at which shoots, a ship for India could be loaded in a few hours."

The writer of that letter really stated the case. The country would lose the benefit of the coal trade if the line was taken, as proposed, on the north side. Mr. Thorneloe Smith, in his evidence before the Railway Commission, estimated the cost of the line from Ipswich to South Brisbane, including station, purchase of land, and everything else, at £155,000. But, now, what would the railway cost? As far as he (Mr. Fitz) could make out, it would cost, with the deviation, £100,000 over that sum. Of course, the matter was in the hands of the House. He hoped that honorable members would avail themselves of any possible evidence. The delay involved would not be much, and it would cause no inconvenience to the Government.

The POSTMASTER-GENERAL said he always thought that the reason the honorable gentleman was in opposition, was, to cause as much delay as possible. That did not appear from the way in which his motion was worded; but, like himself, and as usual, the honorable member wanted to make an addition to his motion, which showed that he wished everything to be postponed until the evidence for which he asked was taken. The honorable gentleman had said that the gentlemen whom he wished to call were a long way off, and that it would take some time before they could be communicated with. The railway resolutions might be delayed for an indefinite period, owing to the examination of those witnesses. If there was any great necessity to examine Mr. Thorneloe Smith and Mr. Stephens, and if a large number, or even a large minority, of honorable members wished that to be done, that would be a different thing from what the honorable gentleman proposed. But, in the first place, the matter was not initiated in the Council; and as, in another place, the railway resolution had been passed, not by a division of twenty to eight, but without any division at all, if he remembered right—

The Hon. H. B. FITZ: No.

The POSTMASTER-GENERAL: He could not see what good could be done by examining

the gentlemen named in the motion. He therefore hoped that the House would join him in opposing the motion. The witnesses were not only a long way off, but they had given their evidence in reports which had been published, and which any honorable gentleman might have read, and which, no doubt, everyone had read before this time. Those gentlemen had also, he believed, been summoned by the Honorable Mr. Fitz before the Royal Commission, and there they had given their evidence. He (the Postmaster-General) could not, therefore, look upon the honorable gentleman's motion as brought forward for any reason but to cause delay. Now, it was very necessary that as little delay as possible should take place.

The Hon. H. B. FITZ: He must call the honorable gentleman to order. He had no other object in view, as he said when bringing forward his motion, but to get the fullest evidence before the House should come to a decision upon the resolution sent up from the other House. He wanted evidence as to the line on the north side of the river.

The POSTMASTER-GENERAL: He hoped the honorable gentleman had no other object in view. The decision of the Council upon the railway to North Brisbane should be arrived at as soon as possible. The greatest, the only, delay that could take place would be at the bridge near Oxley, as indents and plans and specifications would have to be prepared; and every mail that was saved would save a month's delay in prosecuting that work. As it was the express wish of the country that the railway should come on the north side of the river to the city, he hoped that honorable members would oppose the motion. It was a pity that this discussion should come on just before the resolution from the Assembly would come before the House for consideration. Therefore, he should say, now, as little as possible about the railway. As far as regarded the matter which the honorable gentleman had raised through his anonymous correspondent—it was difficult to say who had written that letter—the writer might be the owner of a coal-pit—it had come before the Government, and they would afford conveniences at the bridge at Oxley for the shipment of coal. The honorable gentleman must remember that the terminus at the Grammar School would not be the terminus always. It was more than probable that deep water would, sooner or later, have to be gained by the railway; and from the proposed terminus in North Brisbane that could be easily done. Perhaps the honorable gentleman had not thought of that. He (the Postmaster-General) would not follow the honorable gentleman much further. As to the northern line being an extra cost of £100,000 to the country, the thing was absurd. The Council were now only talking of seven miles of railway, and it was well ascertained that the cost, including the price of the land, to the terminus in North Bris-

bane, would be less than the making of the line to South Brisbane. The division would, he trusted, show that the House would not assent to the motion.

The Hon. H. G. SIMPSON said he should be very sorry to oppose a motion for further inquiry into the matter, and he would even give a chance for such inquiry, if he thought it would be of any benefit, or give the House any assistance in coming to a decision upon the question before them. He must confess that he saw no object to be gained by examining the two gentlemen named in the motion. His honorable friend, Mr. Fitz, must admit that neither Mr. Smith nor Mr. Stephens had ever seen the northern line.

The Hon. H. B. FITZ: No.

The Hon. H. G. SIMPSON: So far from their being in a position to give evidence upon it, Mr. Stephens had been long—ever since the northern line was under survey or talked about—engaged in managing a mining claim at Stanthorpe; and Mr. Thorneloe Smith had been employed in the survey of the proposed railway from Warwick to Stanthorpe. How those gentleman could be in a position to give evidence upon the line on the northern bank of the Brisbane, he (Captain Simpson) could not see. If his honorable friend could tell the House that those gentlemen were in a position to give the Council any information which the House were not now in possession of, he should be glad to hear him, as he could not see how those gentlemen could give any information which would guide honorable members in coming to a decision upon the railway. He did not wish to enter into the question of the rival lines until the resolution from the Assembly came before the House, as it would be called on in Orders of the Day. The only object that he could see in the passing of the motion now before the House, was to delay the decision of the Council upon the railway for a month.

The Hon. E. I. C. BROWNE: He for one should be very sorry to check the doing of anything which would bring before the Council valuable evidence to enable honorable gentlemen to decide upon the very important question of the railway. If the honorable Mr. Fitz had brought under the notice of the House the names of gentlemen who could be regarded as authorities, and who would carry great weight by their opinions, he (Mr. Browne) might be well inclined to vote, and he should vote with him; but, seeing the names that were given in the motion, he could not see really what was to be gained by delay—delay which would most probably cause the resolution which had been sent up to the Council to be lost this session altogether. That would be the result of delay, from the examination of the gentlemen whom the Honorable Mr. Fitz wished to call as witnesses. He did not say a word against those gentlemen; but the House had the evidence of one of them already, who had made a report upon the

extension of the railway between Ipswich and Brisbane. Honorable gentlemen knew what line that gentleman was desirous of taking. Was it likely that they would gain anything more from that gentleman than they had already in the report in question? They would get a repetition of it, and hear that he condemned the line which Mr. Stanley had brought before the Parliament. That would be the result of his examination. Without saying anything derogatory to the gentleman, he (Mr. Browne) could not see why the House should waste their time in examining him. As regarded the other gentleman, without wishing to say anything particular of him, he had not the slightest desire to hear what he had to say. Therefore, as the motion was merely to take the examination of two gentlemen who could not add to the information the House had at command already, and seeing the danger there was of the railway resolution being lost altogether by delay, he must vote against the motion.

The question was put and negatived.

#### EXTENSION OF SOUTHERN AND WESTERN RAILWAY.

Upon the Order of the Day being read, for the consideration of the Message from the Legislative Assembly, received on Wednesday last, for the concurrence of the Council, in a resolution relating to the construction of the railway between Oxley and Brisbane, with plan, sections, and book of reference (see p. 172),

The POSTMASTER-GENERAL moved—

That this House do now concur in the resolution of the Legislative Assembly.

He should say a few words in support of the Resolution, reserving to himself a great portion of what he had to advance, until he had heard honorable members debate it. He might point out to honorable members that the great matter in question was simply, whether the railway should go to South Brisbane, or whether it should be taken to a terminus in North Brisbane. When formerly the plans and specifications were laid on the table of the Council, he informed the House that it was done so that the work might be proceeded with, as far as possible, without loss of time, and that some deviation might be necessary at certain points; that it was the intention of the Government to have both sides of the river surveyed from Oxley to Brisbane; and that, when those surveys had been made, the Government could arrive at a conclusion upon which route would be best for the colony. It was true that, for a long time, South Brisbane was supposed to be the terminus of the railway; and, so long as the railway did not come there, and so long as all the lines had not been properly examined, it was very natural to arrive at that supposition. But the Chief Engineer of the railway having carefully, by himself and by his people under him,

surveyed those lines, had found, and the Government had concluded, that the site proposed for the terminus of the line at the Grammar School, in North Brisbane, was the best adapted in all ways. In the first place, whether the line crossing the river at Oxley and coming down the north side of the river, or the line down to South Brisbane, was adopted by the House, the northern route was found to be the least affected by floods, for one thing; fewer embankments would have to be made, and the ground was sounder, and the line could be more easily maintained, than the line by the southern route. The bridge over the river at Oxley, of which so much had been said, could be made for £35,000. His honorable friend, Mr. Fitz, in calculating the expense of the extension of the railway, had merely divided the whole by the seven miles to be made, which naturally gave a larger cost per mile than was originally proposed; but he would allow that it was not fair to calculate a bridge, to cost £35,000, and a terminal station, in the mileage cost of the railway; they should be deducted from the total amount of £134,000. It had been found that the cost of formation of the two lines, and the cost of property that must be resumed, was in favor of the northern line by between £5,000 and £6,000; that saving would be made actually by bringing the railway into North Brisbane, as proposed. Taking a common-sense view of the matter, even supposing the lines were equal, he (the Postmaster-General) could hardly understand how any person could advocate the southern line, as the cost of bringing the railway from South Brisbane to almost any spot near where the terminal station was proposed to be in North Brisbane would be £100,000 over and above the cost of the northern line. So that instead of the course which was taken by the Government increasing the expense of the railway to the country, as had been suggested by the honorable member, Mr. Fitz, it diminished the expense by £100,000 or more. And not only that, but the placing of the terminus in South Brisbane would be bringing the railway into a *cul de sac*. He was aware that engineers could overcome any difficulties with time and money; but the cost would be enormous of bringing the railway as was hitherto proposed, and across the bridge into North Brisbane; and the danger was, that if it once reached South Brisbane, it would not come across the river at all. The question had, however, been settled by the country, both in regard to expense and in its local bearings. There could be no doubt in the mind of any honorable member that a railway should be brought into the heart of the city. Objections had been raised to the spot chosen for the terminus, near the Grammar School. He had been over the place, and, not being an engineer, he could not, of course, look at it with a professional eye; but he could see easily that there sufficient elevation was gained to enable the railway to

be continued to any place where necessity might demand it, as the trade and commerce of the city increased. Judging from what old residents had seen in the last twenty years, if the same progress attended Brisbane during the next twenty years, the extension of the city would be enormous, and the space for wharfage would not be adequate to the requirements. It would be necessary eventually to take the railway to deep water. Where that deep water might be, he was not now able to say; but it would be in close proximity to or within a few miles of the city. No better place could be chosen for the terminus at present than that which had been decided upon by the Government; as from it, the railway could be extended to command the most favorable sites on the river. In supporting the present railway, the members of the Government had no wish except to get the very best line that could possibly be got; and they had not counted the cost even so much as the securing of the best route for all the requirements of the traffic of the country. Beyond that consideration it was immaterial to the Government which side of the river the railway came, north or south. Politically, Brisbane used not to be very much in favor of the Government; but, he believed, that the action of the Government had made Brisbane very much in favor of the Government. But, as he said before, there could be only one reason which actuated the Government. He might say, further, that no member of the Government knew, until the surveys had been completed, where the terminus was to be; nor did they wish to know. He need not, at present, say anything further. The resolution spoke for itself; and the sooner the railway was completed, the better for the country. He hoped the House would dispose of the resolution to-day by adopting it.

The Hon. H. G. SIMPSON said there was no opposition. He had been in expectation that a discussion would be raised, and, in fact, he had been given to understand very distinctly that an amendment would be moved upon the resolution. However, it seemed unlikely, now, that there would be any opposition. He did not like to let the question pass without putting his opinion on record. He had been mixed up with the Ipswich and Brisbane railway extension since the commencement of the movement for its accomplishment, two years and a half ago, when he had the honor to move a resolution in the Council for the appointment of a committee to inquire into and report upon the subject. He was very happy to say that the ball then set in motion had not ceased rolling up to the present time. The fairest way to put the matter to the House, clear of all the cobwebs that had been spun around it by persons interested in one way or another, was this:—The Council had to decide whether the railway should come into North Brisbane, now, or whether

that end should be postponed for the next ten or fifteen years. That, indeed, was the question at issue. He knew gentlemen who advocated the railway to South Brisbane, and then to North Brisbane. That advocacy was popular for them; but they knew as well as he did, or anybody who considered the matter carefully, that if the railway was once brought down to South Brisbane, it would be twelve or fifteen years before it would be brought into North Brisbane.

The Hon. W. THORNTON: Quite right, too.

The Hon. H. G. SIMPSON: His honorable friend on the left said, "Quite right, too." That was not the intention of Brisbane, nor was it his intention. He took the question at its best point of view—that the railway could be brought to the proposed terminus in North Brisbane at the same price as it could be brought into South Brisbane. If the railway should be taken to South Brisbane, he (Captain Simpson) could not see upon what pretence the Government could go to the other House and ask for £70,000 or £80,000, altogether independent of the bridge, to bring it over into North Brisbane, when they now had the opportunity of bringing the line direct into North Brisbane at a less expense than it could be taken into South Brisbane for. He was perfectly free to admit that if he were in a position to do as he liked, and had command of any amount of money, he should most decidedly bring the railway into South Brisbane, for sake of the wharfage there, and thence bring it across into North Brisbane; but when the money to be expended on the railway was limited in amount, he said that the line which ought to be adopted now, was the northern one, which commanded facilities for any extension hereafter. He was quite prepared to allow that further extension of the railway would be necessary; but the cost of it from the proposed terminus would be nothing compared with what it would be by way of South Brisbane. Referring to the cost of the line, he might say that he had heard the estimates of the Chief Engineer spoken of by many honorable members; and, since yesterday, he had the opportunity of talking the matter over with gentlemen, than whom no one was better able to give an opinion, and they said that the estimate of Mr. Stanley to bring the railway across the bridge was decidedly a low one. That was the opinion, too, of a man who had carried out large contracts in this colony and in other colonies—that the estimate was below the mark, to carry the railway across the river.

The Hon. E. I. C. BROWNE: Below the mark?

The Hon. H. G. SIMPSON: Yes; that £25,000 was low—that it could not be done for the money. The amount was below the mark to fit the bridge for the railway.

The Hon. H. B. FITZ: Who is your informant? Name.

The Hon. E. I. C. BROWNE: Who is your letter-writer?

The Hon. H. G. SIMPSON: He did not mean any reflection. He was not authorised to give the name, and he did not think it necessary. His honorable friend, Mr. Fitz, had read a long letter about coal. No doubt, gentlemen who were interested in coal thought a great deal about the railway in connection with their interest. Theirs was one interest. But what was to become of the interests of the persons who had large stores in North Brisbane? Were they to be sacrificed? He did not see it, himself. So far as the bridge was concerned, he believed that the Brisbane Corporation would have a very fair claim against the Government, at all events, for a very large portion of the cost of the bridge, whether it was taken for the railway or not; and he agreed with the speech of the honorable gentleman at the head of the Government, which he read the other day, that if the Government were put on the horns of a dilemma, and had to take the bridge over and pay for it, and make it a free bridge, it would be far better to pay for it and have done with it, than to do a bad piece of engineering work in connection with the railway. That would be the best way of settling the question. He had no doubt, seeing the extra expense that the Corporation had been put to and the delay that had been occasioned by the alterations insisted on by the Government, and the useless swing bridge, which must amount to £50,000 or £60,000, that the Corporation had a very fair claim against the Government, and that it would get it satisfied some day. But that claim on account of the bridge was no reason for the Government doing a piece of bad engineering work, and involving the country in a greater expenditure to bring the railway to North Brisbane than they could do it for under the present arrangements. He had no interest in the question at all. He did not care, personally, which side of the river the railway came; but he was perfectly certain that the trade of Brisbane, now, would be met best by the railway coming to the terminus as proposed. Extensions could be made hereafter; and no doubt the facilities therefor were greater on the north side than on the south side. Of this he was satisfied, notwithstanding all that had been advanced in favor of the southern line. He did not refer to honorable members of the Council, because they were independent of public opinion; but he referred to those who were dependent upon popular favor by their advocacy of the southern line, whose real object was that the railway should come to South Brisbane and stop there—not that it should cross the bridge into North Brisbane—and who dared not say so, because, if they did, they could not pass through the streets of the city. He should support the resolution.

The Hon. J. C. HEUSSLER said: On so important a question as this, he did not intend

to give a silent vote. His idea on the subject of the terminus of the railway might be, perhaps, a peculiar one; but he might state at the outset, that he did not put much value upon the terminus for its improvement of the neighborhood in which it was situated. He had travelled a good deal on railways in his day—in England, in France, in Germany, in Holland, in Austria;—he had been over at least five hundred railways; and on none of them had he observed it as a necessary consequence that the neighborhood was improved by the presence of the station or terminus, or that it had derived any very great advantage from that fact alone. No doubt, sometimes, a place to which a railway went improved, but there were other advantages coincident with the railway; it was never as a consequence of the establishment of a railway station. To come quite near home, he pointed to Sydney and Melbourne, where he found the same state of things. The Sydney railway station was on the outskirts of the city. He remembered that at one time a tramway connected it with the principal wharf, the Circular Quay; but, strange to say, after a while, the tramway disappeared, and again the railway terminated at its original station. In Melbourne, the great metropolis of the south, as it must necessarily be from its beautiful central position, the railway was quite out of the way: nobody knew the railway——

The Hon. W. THORNTON: It was down to the shipping.

The Hon. J. C. HEUSSLER: All the wool came down into the city. Allow him to say why he thought that it was of no great consequence, especially as far as shipping was concerned, where the terminus of the railway was in the city. In the first place, produce was very seldom shipped in the condition in which it came down from the country. The bales of wool were pressed, or "dumped," as it was called, two or three, or four, together; and this was not done at the railway station, but it was done generally in the warehouses of those merchants who had appliances for the purpose, and who shipped the wool after it was pressed. Another article of export was cotton, which, almost the same as the wool, must be pressed for shipment. Then, there was tin ore, which came down from the mines in little bags, and was packed, in the Brisbane warehouses, in casks, for shipment. He hoped that, hereafter, tin would be exported in slabs; and that smelting works would be established either at Warwick or at Brisbane. None of those exports need come to the wharf by railway. It struck him very forcibly that as long as there were private wharves in Brisbane the Government had no business to bring the railway to any of the wharves, with the exception of a small wharf, where barges and punts might come alongside, as drays would go into the station. The various merchants had particular wharves, where particular goods were taken, as they liked. If, as



would be very desirable, the Government had all the wharves, it would be a different thing. There would be accommodation provided for large ships, and for the other requirements of the port; the wharves would be divided into sections, and the railway could be in communication with them. That would be something like. But it struck him that a small fork going to the river, just near the Gaol, would answer all necessities at present; and it would cause no confusion whatever in respect of the wharfage existing, or the wharves to be hereafter established. There could be wharves all along North Quay and South Brisbane, and elsewhere. A dock could be established where there was deep water; but this had nothing to do with the terminus of the railway at the present time. The question now was simply to get the railway into North Brisbane; though, as he said at the outset, it would be just as well to have the terminus in South Brisbane. In his humble opinion the situation of the station was immaterial. Since there were reasons for bringing the line more to the centre of population than it would be on the other side of the river, he did not see why the Council should object to the proposition of the Government. Something had been said about the coal trade. How the coal trade had anything to do with the railway from Ipswich to Brisbane, he could not see. Where there was such a beautiful river, he could not see that the transport of coal by rail could ever be established at such a cheap rate as to compete with water-carriage. Where the line crossed at Oxley Creek, there could, with great propriety, be wharves for shipping coal, and sea-going vessels might proceed so far up the river to load coal. The coal might be brought down by rail, if there was any good coal in the mines now in operation; but as long as Newcastle coal was of so much better quality than the Ipswich coal, and so long as better coal was not got here, this colony would not have a large export. His honorable friend, the Postmaster-General, had correctly observed that in former times it was understood that the terminus of the railway should be at South Brisbane. No doubt, with that in view, the Corporation of Brisbane had gone to very great expense in building the bridge, to secure the large traffic that was expected from the railway. That traffic would never go to the bridge now. In so far, South Brisbane had received rather step-motherly treatment. The Corporation had been otherwise very hardly treated by a former Government, who had caused the expenses of the bridge to go up from about £50,000 to more than three times that amount. He felt, and always did feel, that the Corporation of Brisbane had been shamefully treated in that way; and now South Brisbane was shamefully treated. He thought that now the Government had determined to bring the railway to the north side of the river, they

should make some atonement to the city authorities. One atonement could be made, and that was—that the Government should take over the bridge, and the whole of the bridge lands, and relieve the Corporation altogether from their large liabilities, of which they were partly innocent; and then the inhabitants of South Brisbane, whenever they wished to make use of the railway, would not have to pay half-a-crown to cross the bridge to reach the railway. It was promised to them, and it was an understood thing, that they should have the railway on their side.

The Hon. F. H. HART said he thought the fact of the railway question having dwindled down to the point, whether the railway should come into North or South Brisbane, must be a source of very great gratification. For years past, there had been struggling and fighting to get the extension from Ipswich to Brisbane carried out. With regard to the line coming down the north side of the river, he had heard many opinions upon it. For some time, his theory was, that it should come down to South Brisbane, pretty much as was shown on the plans before the House: along the Ipswich road, till it came to the place of crossing or junction of the South Brisbane and Ipswich roads, where stood the house known as the Buffalo Inn. Thence, he would take it by a curve to the right, skirting the high hill by Kangaroo Point, and down to Shafston, where there was plenty of water for shipping and room for warehouses.

The Hon. L. HOPE: Hear, hear.

The Hon. F. H. HART: He would have suggested a loop line from the Buffalo to some place near the bridge, for the purpose of accommodating the Ipswich passengers and light goods traffic. By doing that, the much vexed question of the bridge would have been avoided; the Corporation would get the traffic they wanted, and the proposed railway would have all the advantages desired. He did not hesitate to say that—but it was his own private opinion—the railway was not wanted in North Brisbane at all, save for the passenger and light goods traffic; but as it appeared to be the opinion of the representatives of the people in the other House, and of the people outside, he did not think he should set his private opinion against what had been expressed elsewhere. The only thing he had to do was, to look at the plans. He was quite certain that if the railway went to South Brisbane, it would never come to North Brisbane. He believed that the bridge could be utilised for the purpose of carrying the railway across the river, at an expense of £25,000 or £30,000; in fact, last session, Mr. Jones gave evidence at the bar of the House to the effect that the bridge could be altered to carry the railway for £20,000. But, suppose that the railway was brought across the bridge to North Brisbane, look at the difficulties that would have to be contended with on this side. He did not

know any place, except the vacant ground near the Grammar School, for a station. Some parties talked about the Treasury yard. There was no room there for a coaching station, let alone a railway station. Others talked about the Police Barracks. They would not answer, and the railway terminus could not be made there unless the Lands Department also was taken. In fact, if the railway came across the bridge, a station could not be got unless it was brought on through all the property on the south side of George street, between Queen street and the Police Barracks. He was not, of course, an engineer; but, under all the circumstances, he had come to the conclusion that the line proposed by the Chief Engineer was the proper line, and it was that one he intended to support. In saying this, he took it for granted—because the Postmaster-General intimated as much, to-day, and the Premier said as much in the other House—that it was intended eventually to take the railway on to water frontage. It would be ruination to the shipping interest of the port, if the railway was merely taken to the Grammar School, and stopped there. The part of the engineer's report that he took exception to was, that in which he recommended that tramways should run down the streets. The streets of Brisbane were not fit for tramways, they were not wide enough for more than the present traffic. And, another thing was, that there was not the space in North Brisbane for the requirements of a large railway traffic, and for such an increased trade as would be brought about by the railway coming to the city. Even by the slow method now in use, by the steamers on the river between this and Ipswich, there was not space for the trade requirements of the port, especially in the wool season—from September to December. He had seen the wool come down so fast, that the merchants and shippers did not know what to do with it; they had no place to put it, while waiting to be stowed on board. He had known as many as two or three thousand bales of wool lying on the wharves, or stacked, with only tarpaulins to cover them. If such was the case, when the produce from the interior came down to Brisbane in steamers, what would be the state of things when the railway trains brought it down—when they would come direct from the Downs, without any stoppage at Ipswich? The difficulties here would be enormous. It would never do to let the railway stop in Brisbane at the present proposed terminus. Parliament would have to determine ere long to what point the line should be further extended; and it must be to some place where there was plenty of deep water. His present opinion was, that the best place would be found somewhere about Bulimba Reach, for the export wharves. He said export wharves, because there was not the water frontage in Brisbane to carry on an import and export trade at the same time.

The water frontage here would be sufficient for the import trade for years to come; but a second place was required to which vessels, after discharging their cargoes, would drop down to take in their loading outward, and thus make room for other ships to discharge. Anyone who had watched the trade of the town, and seen how it increased during late years, must know that it would increase very much when railway communication was completed with the interior. Therefore the two branches of trade ought to be kept distinct. While on this subject, he must say that the Government had taken a step in the right direction, in calling for plans for wharves at Petrie's Bight. If they carried out the promise thus given, they would confer a great boon on a portion of the shipping trade of the colony. He referred to the coasters. A large trade was carried on by schooners and small vessels with Maryborough, Rockhampton, and other colonial ports. Those vessels had great difficulties in loading and discharging their cargoes. Government could not do better than foster that trade, and the best means to that end was to give the coasters facilities for loading and discharging. The new wharves would be a great boon to them. At present all the wharves of Brisbane were taken up by foreign-going ships, and the coasters could hardly get any wharfage accommodation. He had one other matter to allude to, namely, the bridge. He thought that, looking back at its early history, what the Honorable Mr. Heussler had suggested ought to be done. No doubt, the bridge was undertaken by the Corporation to give increased facilities for the traffic expected to arise from the completion of railway communication between the city and the interior; and it was always understood that the railway would come into the city on the south side of the river, and would create a considerable revenue. In fact, he believed that the politicians of that day, when the bridge was projected, predicted that the railway would be on the south side. If the plans and specifications had been left alone, the bridge would have been completed ere this date, for £72,000, which was the original contract price, instead of the work being still incomplete, and costing £150,000; the Corporation would be receiving a revenue from it, instead of its being a source of difficulty and expense. But political influence, adverse to Brisbane, had led the Government to interfere with the plans, and they were so altered that delay and expense were incurred for no good end, and there was now only an incomplete structure across the river. Taking all the circumstances into consideration connected with the bridge, he thought that, in the present phase of affairs, the Corporation might very fairly submit a case to the Government to be freed from liability on account of that work. If the Government could take over the bridge and make it free, he should be very well pleased; but, if they could not, they might derive a good revenue from it,

but certainly not such a revenue as the Corporation would have got if they had been left alone. If the suggestion of the Honorable Mr. Heussler ever came before the House from the Government, that they should take over the bridge, he should be prepared to support it.

The question was put and affirmed.