

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

WEDNESDAY, 8 NOVEMBER 1876

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LEGISLATIVE ASSEMBLY.

Wednesday, 8 November, 1876.

Ipswich Grammar School.—Railway Extension.—Victoria Bridge Bill.

IPSWICH GRAMMAR SCHOOL.

Mr. THOMPSON wished to mention, that in "Hansard" of October 26, page 41, the honorable member for Toowoomba was reported to have said, twice, that the Toowoomba Grammar School was the only grammar school that contemplated the keeping boarders both in and out of school hours, under the immediate supervision of, and under the same roof as, the masters. He was not in the House at the time the honorable member made the statement, or he should have stated that the Ipswich Grammar School had 31 boarders last year, and so great was the demand for boarders, that one of the masters had to give up his quarters to them. The trustees of the Ipswich Grammar School were desirous that the honorable member's statement should be put right. He begged to move the adjournment of the House.

Mr. GROOM said that when he addressed the House, under the circumstances to which the honorable member for Bremer referred, he understood at the time that there were no boarders at the Ipswich Grammar School. He was under the impression that the same system was adopted as in Brisbane, that the boarders were boarded out, and he mentioned it, of course, without any idea of depreciating the Ipswich Grammar School; so far from that being the case, he could state from undoubted authority that the Ipswich Grammar School stood as high as any grammar school in the colony, and he hoped any observations he had made would not in the slightest degree detract from its usefulness.

Motion withdrawn by leave.

RAILWAY EXTENSION.

The PREMIER said that in rising to ask the House to agree to the plans and sections for three extensions to the existing railways, and three new lines, he must express his regret that he was not able to present plans for the whole length of the line from Bundaberg to Mount Perry, and that from Townsville to Charters Towers; but he thought there were sufficient on the table to show that the Government were in earnest in their desire to construct railways for all parts of the colony. The House would remember that at the beginning of the session it was thought by some, or pretended to be thought, that the Government were not in earnest in their railway policy. The resolution he was about to submit to the House, he thought, was sufficient to prove that the Government intended to redeem their promises and make the six railways they had mentioned. He might explain that he had laid upon the table of the House plans on a small scale, with the different lines of railway marked thereon; those tinted red

were the lines the Government intended to make; the blue represented the alternative lines and deviations. Those plans were asked for by an honorable member, and they had been for some time upon the table. First, with regard to the Stanthorpe line, he would observe that instructions came down from another place to the effect that if the line was determined upon to the border of New South Wales, the site should be determined between this colony and New South Wales.

MR. PALMER: Nothing of the sort.

The PREMIER said he must still contend that this was the effect of the instruction, and he himself thought it was a piece of arrogance to attempt in such a manner to dictate to members of the Legislative Assembly, and he did not at all agree with the resolution of the Council saying that the Government of New South Wales should be consulted as to where the terminus should be placed on the Border. The trade of New South Wales, he thought, would be sufficiently tapped by their own line, without asking New South Wales to commit the suicidal policy suggested; for he contended that all the produce about Tenterfield and northwards would come to the line of which he was now speaking. He did not believe either Mr. Robertson or Mr. Parkes would ever agree to meet the Queensland line on the Border, because it would not be to their interest to do so. The Stanthorpe line would tap the country quite enough, without their assistance; for if the New South Wales line were carried from Tenterfield to the Border, it would only act as a feeder to the Queensland line. But, as he had suggested, he believed if they waited until Mr. Robertson or Mr. Parkes took action in the matter, they would have to wait a long while. Mr. Parkes, he was certain, would never agree to a scheme which was not to the interests of the colony to which he belonged. With regard to the line between Warwick and Stanthorpe, honorable members would see that there were two lines described, one of which passed through Warwick at a greater distance from the town's centre, and through less valuable property than the other line. The line proposed by the Government was marked "A," and they adopted it for many reasons, but the main reason was, that although it was 55 chains longer than the other route, it would cost £5,083 less, was less subject to the flood waters of the Condamine, and crossed the river at a better site for a bridge, saving a heavy embankment through the town of Warwick, and preventing the people of the town, probably, from coming down upon them for compensation. The line would pass to the back of the town, and, in addition to not requiring the embankment to which he had alluded, would not interfere with the water frontages. The deviation by way of Granite Rock and Sugar Loaf Mountain would save 3 miles 65 chains, and £12,548 in cost, but he might mention that

though this line effected a saving in the total cost, the reduction in distance somewhat increased the average cost per mile. The distance from Warwick to Stanthorpe by this route was 41 miles, and by adopting the deviation through the town and at Sugar Loaf Mountain and Granite Rock, the distance to the Border, instead of being 68 miles, as originally proposed, would be only 65 miles 20 chains. The cost of this line, including rolling-stock, supervision, stations, and buildings, but not including the purchase of land, would be £454,193, or £6,914 per mile. As line "A," therefore, with the deviations at Granite Rock and Sugar Loaf Mountains would—

MR. GROOM: Who is the surveyor?

The PREMIER said it was Mr. Smith, and the termination of the line near the Border was nine miles north-west of the township of Tenterfield, so that it would not only tap the mining district of New South Wales, but the rich district of the west. The steepest gradient would be 1 in 50 between Warwick and Stanthorpe, and the minimum curve would be five chains, but both would doubtless be improved when the permanent survey was effected.

MR. WALSH: What is that?

The PREMIER said the honorable member knew perfectly well, and asked the question for the mere sake of interjecting a remark. As soon as the parliamentary surveys were passed, he should get the permanent surveys done as rapidly as possible, so that the tenders might be called for. He did not intend that the grass should grow under their feet, and hoped before two or three months had expired to have the tenders for construction out. The next line was that from Maryborough to Gympie. There were two routes here—one by Antigua, the other by Myrtle Creek. The Antigua route was proposed because—

MR. IVORY: I hope the Premier does not intend to take these six railways in a bunch.

The PREMIER: The honorable member is out of order in interrupting.

MR. IVORY: I may make a suggestion, I suppose, to save the time of the House. We shall have a great debate if—

The PREMIER: The honorable member, Mr. Speaker, is quite out of order. I was saying, that the next line which the Government intend asking the House to adopt is the line from Maryborough by way of Antigua, and not the route *via* Myrtle Creek.

MR. WALSH: I rise, Mr. Speaker—

The PREMIER: The honorable member, sir, is, as usual, out of order in interrupting me.

MR. WALSH: Yes, but I rise to a point of order.

HONORABLE MEMBERS: Chair, chair.

MR. WALSH said he rose to a point of order, to express his opinion that the honorable member for Burnett had a perfect right to make the suggestion he was

going to make, that instead of the motion being taken in the extraordinary way proposed by the Government, the clauses should be taken *seriatim*.

The SPEAKER: That is not a point of order.

Mr. WALSH said he would raise it now, and in doing so he hoped the House would try and check the tyranny of the previous part of the session, when 70 resolutions were passed as one, and members were quite unable—

The COLONIAL SECRETARY: This is too bad, sir. The honorable member knows as well as anyone that he has no right to refer to a previous debate of the present session.

The SPEAKER said the honorable member was certainly not speaking in strict accordance with the Standing Orders.

Mr. WALSH said that on a great constitutional question like this, he was not to be put down by such a miserable exponent of parliamentary law as the Colonial Secretary. For the first time in his experience, honorable members had been gagged by a combined parliamentary party who called out "chair," and got the chair to act. He had never before seen the actual discussion of questions in that chamber—

The MINISTER FOR LANDS: Chair, chair. This I submit, Mr. Speaker, is not a point of order. The honorable member habitually gets up and defies all order. He seems to be a privileged defier of everything in the shape of order.

The SPEAKER: I am bound to say that the honorable member has not raised a point of order.

Mr. WALSH said he was about to do so. He had seen the honorable the Speaker himself reading long extracts to prove that he was right in raising a point of order. He (Mr. Walsh) was now trying to preserve the privileges of the House, which honorable members on the other side—

The MINISTER FOR LANDS: Chair, chair.

Mr. WALSH: Can there be a greater point of order than that I can raise than that of endeavoring to preserve the privileges and freedom of speech and discussion of members of this House?

The MINISTER FOR LANDS: I again submit that the honorable member is out of order. He interrupted the honorable gentleman at the head of the Government without any good reason for doing so. I maintain that if my honorable colleague has not offended against our rules and Standing Orders, he is entitled to proceed, and the honorable member can raise his point of order when the Premier has sat down.

Mr. THOMPSON said the honorable member for Warrego was, as he understood, raising a point of order because of the complicated nature of the question, and he (Mr. Thompson) could not see that the attempt of the Premier to put these resolutions in a lump could result in anything but confusion.

The SPEAKER: When the question is before the House, it will be competent for

any honorable member to move that it be divided, for, according to our Standing Orders—

"The House may order a complicated question to be divided."

Mr. PALMER, with all due deference to the Speaker, must urge that there were seven distinct motions on the paper, and each was prefaced with the words "That this House approves." If there was only one motion there would be no necessity for seven distinct prefaces, and he maintained the honorable member for Warrego was perfectly correct in raising the point of order.

Mr. IVORY said, speaking to a point of order, he wished to say that the honorable Premier, by his mode of procedure, was trying to gag the Opposition in the same way as he had gagged his own supporters.

The PREMIER wished to point out to honorable members opposite, that in presenting the resolutions *in globo*, he was only following the usual practice. If the honorable member for Port Curtis thought himself strong enough afterwards, he could move that the clauses be taken *seriatim*, and if he was defeated, let him take his licking like a man.

Mr. PALMER said "taking a licking" was not parliamentary, and the expression was only used to aggravate; and he warned the Premier that it would aggravate him to do something for which he would be very sorry. This was the second time this session the Premier had advised him to take his licking; but he had never received a licking from anyone yet; and if the Premier was twice as big and three times as ugly, he would not take a licking from him. It was not parliamentary language, and the Speaker ought to have stopped him at once. Twice the Premier had used this expression, and on both occasions he had got the worst of it, and the last time he got pretty well dressed. He begged to say that members on that side of the House would not be gagged.

The COLONIAL SECRETARY: Chair, chair.

Mr. PALMER said they had no intention of being gagged, and he would speak as long as he wished. The attempt to put these motions *in globo* was nothing but a pre-determined scheme to gag the Opposition, and he hoped there were members on the Government side of the House with sufficient firmness and spirit not to join in the attempt to gag. Where was this kind of management to end? He maintained there were seven distinct motions, and that they could not be taken *in globo*.

The MINISTER FOR LANDS said the honorable member had taken exception to the expression "take his licking," and himself immediately proceeded to make use of such choice terms as gagging, dressing, and so on, thus proving himself a far greater offender. There was no necessity for getting into a state of great excitement, the whole point at issue

being whether the honorable gentleman at the head of the Government had been interrupted in his address. The honorable gentleman was interrupted by the honorable member for Warrego, and upon that point the House now required the Speaker's ruling.

Mr. J. SCOTT agreed with the honorable member for Port Curtis that there were seven distinct resolutions, and honorable members would observe that on the other side of the business paper there were three distinct motions by the honorable member for Warrego. The question was—if the Premier put his seven motions in one, would the member for Warrego be allowed to do the same? The Premier had distinctly committed a breach of Parliamentary practice in anticipating motion No. 2 while he was speaking on motion No. 1.

The PREMIER: How long am I to be interrupted?

The SPEAKER: The honorable the Premier should be allowed to resume his address, and then the House will know what the motion is.

Mr. WALSH: I rise to a point of order.

HONORABLE MEMBERS: Chair, chair.

The SPEAKER: I do not see how a point of order can arise when the motion is not before the House.

Mr. WALSH said if he was ruled out of order, as he was for saying that seventy resolutions had been passed as one in order to gag honorable members, of course he should sit down.

Mr. J. SCOTT said he wished to have the Speaker's ruling whether the Premier had committed a breach of the privileges of the House in anticipating the motion?

The SPEAKER: There is only one motion. That is my opinion. There was a motion, to which I will refer, by the honorable member for Clermont, divided into four paragraphs, and that was put as one, and I do not see why in this instance I should be called upon to rule that the separate clauses of a motion should be taken as one. It is for the House to decide that when the motion is put, but not until it is before them.

Mr. J. SCOTT asked whether the Premier was justified in referring to another motion?

The SPEAKER: There is only one motion.

Mr. STEVENSON said his motion, to which the honorable the Speaker had referred, was quite differently worded from this of the Premier's. It seemed to him an extraordinary thing that one member should be allowed to address himself to a point of order when another could not.

Mr. IVORY could not see the slightest analogy between the motions of the Premier, and the honorable member for Clermont. The Premier's prefaced every clause with "That this House approves," and the honorable member's was simply a proposal to lay certain papers upon the table.

The SPEAKER: The resolution to which the honorable the Premier has been speaking

appears on the business paper as one notice of motion.

Mr. PALMER said, what he wanted the Speaker to decide was, whether there were not seven distinct resolutions, and whether they could be put as one motion?

The MINISTER FOR LANDS submitted that the Speaker had already ruled most distinctly, and if honorable gentlemen opposite were not prepared to move that the ruling be dissented from, let the business proceed.

Mr. PALMER: The Speaker has not ruled.

The SPEAKER: I have ruled that the honorable the Premier is not out of order, and I have given it as my opinion that there is but one notice of motion on the paper, but the Speaker has no authority to decide that a motion shall be divided.

Mr. DE SATGE said each member must test this question by his own feelings, and his own feeling was that while he should support one or two of these railways, he could not support all. How, then, were they to reject what they approved of, and *vice versa*? This was what the resolutions clearly meant to compel them to do.

Mr. GROOM said this was not the first time in the history of Colonial Parliaments that a resolution like this had been submitted by the Premier. It indicated no doubt that the Government had agreed to the policy as a whole. This resolution with its six or seven clauses embodied their railway policy, and the House must take all the lines or none. If that was the case, the Premier might say so before he closed his speech.

Mr. WALSH: I rise to a question of privilege. Might I ask why the honorable member is allowed to make a speech?

The SPEAKER: The honorable member for Warrego has spoken two or three times.

Mr. WALSH: Here is an honorable gentleman making an excellent railway speech, and yet you told me I was out of order.

Mr. GROOM said he was prepared at once to obey the decision of the Speaker, and not to interrupt other honorable members on what was rather loosely termed points of order. If this motion was to be taken as a whole, the Premier was quite right in referring to the second portion; if he was wrong, of course he ought not to have referred to the second clause. When Mr. Vogel submitted his railway policy to the New Zealand Parliament, he submitted it in precisely the same way as the Premier had done, and placed the issue distinctly before Parliament—"I will either take the whole of these resolutions, or none"—and there were members in that Parliament who objected to some of the lines; but Mr. Vogel put it as a policy to be taken as a whole, or not at all, and he was successful in carrying it. Perhaps the Government intended to "Vogelise" their railways in a similar manner, and it would be, of course, for the majority of the House to say whether they would take the resolution as one or not. If each clause had not

commenced with "That this House approves," he should have considered it was one motion, but as it was, he must say he agreed with the member for Port Curtis, that there seemed to be seven distinct motions; but this was a question for the House to decide by a majority.

The SPEAKER said it would be better to allow the honorable the Premier to move his motion, and any discussion upon the points raised might come more properly afterwards than at the present time. When the motion was properly before the House it would be open for any honorable member to move whatever amendment he chose.

Mr. McILWRAITH said that before the Minister for Works commenced again, he should like to ask him to what plans he referred? He knew of no such plans on the table as those referred to, as being distinguished by blue and red lines. What did the Premier mean? He (Mr. McIlwraith) asked for certain plans three weeks ago, and he had heard of them now for the first time.

The PREMIER said, in answer to the honorable member for Maranoa, that some time ago he laid plans upon the table showing the proposed lines of railway, and their proposed deviations. The lines which the Government proposed to adopt were marked red. The honorable member was not in his place when the plans were laid upon the table, but they had been there for some time. And now, perhaps, he might be allowed without interruption to resume his description of the railways. With regard to the line between Maryborough and Gympie, there were, as he had before indicated, two propositions—a line by way of Antigua, and the other *via* Myrtle Creek; the former 64 miles long, and the other 65 miles and 30 chains. The Antigua route was chosen because the deviation *via* Myrtle Creek would be nearly a mile and a-half longer, and because the gradients were not so stiff. The line *via* Myrtle Creek, in addition to worse gradients and curves, had two large bridges across Myrtle Creek and the Mary River, and though the crossing of the Mary River was only ten chains wide as compared with the crossing at Antigua of fifteen chains, that of Myrtle Creek was 15 chains wide at flood level, making a total length of 25 chains of bridge-work necessary, instead of 15 chains by the Antigua line. The line, indeed, would be preferable to the other in every respect, and that was why the Government adopted it. The cost would be £339,860, or £5,198 per mile, including stations, rolling-stock, and, in fact, everything but the purchase of land. This line would start from Maryborough along the northern bank of the River Mary *via* Yengarie and Ramsay's saw mills, cross the river near Antigua sugar mills to Tiaro; and it crossed the ridges to the north of Gympie, and terminated near the Court House. At Maryborough there was an excellent site for a station in the very heart of the town—he referred to the 90-acre reserve near the

National School; if necessary in time, a branch line could easily be run down to the wharves. At Gympie it was proposed to have the station near the Court House. The next line the Government proposed was that from Bundaberg towards Mount Perry. The line would start from North Bundaberg, and run a distance of 42 miles to a spot within $7\frac{1}{2}$ miles of New Moonta. At first the line passed through country very favorable to economical construction, afterwards it became more broken and consequently would entail more expensive works. Beyond Moolboolaman the line passed to the left of New Moonta, which it was proposed to connect by a short branch. The line would be carried on to Mount Perry, if so decided at some future time. He need not say that this line, as far as the 42 miles went, would be a very cheap one, very little dearer than the Western Railway line from Dalby to Roma. The estimated cost would be something like £4,795 per mile, or a total of £198,997, the distance being actually forty-one miles sixty-three chains from Bundaberg. This estimate included provision for rolling-stock and stations, but not the purchase of land. The next line the Government asked for, was one from Dulacca to Roma, the distance being sixty-one miles sixty-six chains. The line would pass over country a little more broken than that from Dalby to Roma; the country was more ridgy, and would, therefore, require steeper gradients, and there was a dense scrub for a considerable distance, and several formidable creeks, almost rivers, indeed, such as Dulacca, Tehanning, Blyth's, Yulebar, and Bungil. It would cost, notwithstanding these difficulties, not more than £4,636 per mile, or a total of £286,619. This included everything except the purchase of land and rolling-stock, the latter of which would come from the existing section of the western portion of the system, of which the proposed line was an extension. The terminal station in Roma was to be on land specially reserved for the purpose to the south of the town. The next line the Government proposed, was the extension from Comet to Clermont, *via* Emerald Downs. It was thirty miles in length, and would cost £150,000, or £5,000 a-mile. The line traversed level country, being scrub the whole way, and crossed only three bridges—Ncgoa, 1,600 feet, Comet, 600 feet, and Sandhurst Creek, 400. This was the estimated cost to Emerald Downs; and the estimated cost of the line that would some day complete the communication to Clermont (a total distance of 102 miles) would be £360,000. This extension to Clermont and one to westward, however, was work for the future. The last line was from Townsville to Charters Towers. There were parliamentary plans for ten and a-half miles of this line, which could be constructed the whole length very cheaply, nearly as cheaply as the line from Dalby to Roma, if the Burdekin bridge were excepted, con-

sidering that two large creeks—Stewart's and Ross's—would have to be crossed. The cost for 10½ miles would be £49,804, or about £4,900 a-mile, including a station at Townsville (£6,000), and a small station at the end of the line, supervision, rolling-stock, and everything but the price of land. Without saying anything more of these lines, he now begged to move—

1. That this House approves of the plans, sections, and book of reference of the extension of the railway from Warwick to Stanthorpe and the Border, laid upon the table of this House.

2. That this House approves of the plans, sections, and book of reference of the railway from Maryborough to Gympie, laid upon the table of this House.

3. That this House approves of the plans, sections, and book of reference of the railway from Bundaberg towards Mount Perry, to 41 miles 62 chains 63 links, laid upon the table of this House.

4. That this House approves of the plans, sections, and book of reference, of the extension of the railway from Comet to Emerald Downs, laid upon the table of this House.

5. That this House approves of the plans, sections, and book of reference of the extension of the railway from Dulacca to Roma, laid upon the table of this House.

6. That this House approves of the plans, sections, and book of reference of the railway from Townsville towards Charters Towers, to 10 miles 37 chains 70 links, laid upon the table of this House.

7. That the said several plans, sections, and books of reference be forwarded to the Legislative Council for their approval.

In asking the House to agree to this motion, he put it forward as the policy of the Government. He announced, at the beginning of the session, that they intended to carry out these lines of railway, and the resolution was a fulfilment of the promise. The Government were prepared to stand or fall by the railways, as they were now put *in globo*. They did not propose one single railway, but the entire number: the Government would accept the whole or none. With this explanation, he moved the resolution standing in his name.

Mr. THOMPSON said the resolutions were separate, and each should be made the subject of a separate question. He was supported in this opinion by "May." Each resolution was distinct in itself, commencing with the same preamble: "That this House approves." He maintained that the Speaker could only put them from the chair in that form, according to ancient practice, when any member of the House of Commons could demand that each branch of a resolution containing several branches should be put separately. He should submit with cheerfulness to the Speaker's ruling, as he always did, but submitted as a point of order, that, although the series of resolutions had been submitted as one motion, it comprised several resolutions, each of which must form a sepa-

rate and distinct question. The way in which notice of motion was given indicated that that originally was the intention of the Government; otherwise they would have adopted the other form, and had one preamble governing every branch of the subject. They had, however, not done this, but had put a separate preamble to each. According to "May," an amendment might be moved on each branch as it was put from the chair by any member who objected to a particular line. The way in which the motion was framed, and the notice itself, made each a separate and distinct resolution which ought to stand on its own merits. He hoped the Speaker would give his ruling upon this point.

The SPEAKER said: With reference to the point raised, of this being a complicated question, the Speaker has no more authority to order questions to be divided than any other member of the House has; it can only be done by a resolution of the House. It is laid down by "May" that—

"If a question be complicated, the House may, if it think fit, order it to be divided, so that each part may be determined separately. A right has been claimed in both Houses for an individual member to insist upon the decision of a complicated question; but it has not been recognised, nor can it be reasonable to allow it, because, 1st, the House might not think the question complicated; and, secondly, the member objecting to its complexity may move its separation by amendments."

Then he gives an example:—

"On the 19th of February, 1770, a resolution 'That it is a rule of this House that a complicated question, which prevents any member from giving his free assent or dissent to any part thereof, ought, if required, to be divided, was proposed and negatived.' This motion, however, was intended to assert the right of any one member to have the question divided, and immediately afterwards the very question in dispute was separated by order of the House."

I am decidedly of opinion that the Speaker has no more power to order a question to be put separately than any other member of the House has, and, therefore, I shall put the question to the House.

Mr. PALMER said that he and other honorable members did not dispute the ruling just given, but they contended that the present was not a complicated question. They asked whether a resolution which consisted of seven distinct resolutions should be put at once. When there was a complicated motion before the House some time ago, and the House divided upon it, he submitted to it, but the present he did not consider a complicated question, as there were seven distinct motions.

The COLONIAL SECRETARY wished to point out that if there were seven distinct motions, the Premier would have to move at the end of each one that the said plans, sections, &c., be forwarded to the Legislative Council for their approval; but that was not done.

Mr. J. SCOTT wished to point out, as an inconvenience that might arise from considering all the resolutions as one whole, that, supposing an honorable member wished to move an amendment on any particular line, he was blocked from moving an amendment on any other line. That was a very serious question indeed, and required grave consideration from honorable members.

Mr. STEVENSON thought the matter was even worse than the honorable member had put it. Things had come to a pretty pass under a liberal Government—that if a member agreed to one scheme of railway, he should be bound to any other scheme the Government chose to put forward. He never heard of such a thing, that because a man voted for one railway he should necessarily support five or six others.

Mr. BELL thought that the matter had assumed a very serious aspect, almost as serious as when, a few years ago in Victoria, the Government attempted to tack on to the Appropriation Bill a certain sum for the then Governor, Sir Charles Darling. He submitted that the present question in no way affected the position of the Government in regard to the resolutions as a whole, for if put separately, the Government would say to their supporters, “recollect if you throw out this one or that, we stand or fall by the whole”; but it would affect members who might desire to support one line of railway, and not the whole of the lines proposed by the Government. Surely the House was not going to be bound by the tactics of the Government, and because they desired to put forward a very broad scheme, be placed in the position of having all or none of the railways proposed. Such a contingency as that could never have been contemplated by their Standing Orders, or that the independence of members should be so limited. He thought such a thing was impossible, and, therefore, he hoped the honorable Speaker would consider the matter seriously before he gave his ruling.

The SPEAKER: I have already stated that a complication question is necessarily one that is capable of being divided, and that there is no Standing Order or rule to prevent such a question being put; and I shall, therefore, now put it.

The question was put when—

Mr. THOMPSON said that the question which had just been put was divided into seven branches, and comprised seven distinct subjects. It was quite possible that honorable members might approve of No. 1, namely, that relating to the extension of the railway from Warwick to the Border; for instance, he approved of it, notwithstanding he had charge of a resolution from another place, a fact which had been referred to by the Premier; yet he might not approve of all the other lines proposed. He wished to state that the Premier had quite misconceived the object of the resolution from the other House, as he (Mr. Thompson) had, before consenting

to take charge of the matter, received an assurance that it would not have the effect supposed by the honorable gentleman. He had expressly stated that if by that motion it was attempted to give the stand-by to the Stanthorpe Railway, he should have nothing to do with it, for he was a thorough supporter of that line on the grounds that it was a national work; and it was about the only one he should support. He should certainly not support the Bundaberg and Mount Perry line, or the Maryborough and Gympie line. In regard to the former line, the late Government appointed a man at £3 a-week to take an account of the traffic, and he was told by the late Colonial Treasurer that the goods traffic was of such a moderate nature, that it would not justify the detention of the man at those wages any longer, as it was a useless expense. The man was put outside a public-house at Bundaberg to see what traffic there was likely to be, and the result was what he had stated. The same with the Maryborough and Gympie line—if any good could be expected from it, that line would have to be taken from the sea, and not from a point away from the sea, for Maryborough was as far from the sea as Gympie itself was; a short line to Noosa, he believed, would be far better for the Gympie people. He did not, however, intend to go into the relative merits of the lines. What he wished to say was, that he should not oppose the Stanthorpe line, although the Premier had evidently thought that was his intention in taking charge of the message from the Legislative Council. He begged now to move—

That the question be divided into the seven branches indicated by the divisions Nos. 1, 2, 3, 4, 5, 6, and 7.

The MINISTER FOR LANDS said he rose to reply to the amendment put forward by the honorable member for the Bremer, and he must say that he thought that a better reason could not be assigned for the course adopted by the Government than that which had just been assigned by the honorable member. They had lately spent a large amount of time on a measure connected with the construction of the railways now proposed in various parts of the colony, and in order that those railways should be carried out, they had passed a Railway Reserves Bill. The resolution now before the House was a corollary of that measure—a measure which the Government hoped soon to see an Act of Parliament, and one which they believed to be consistent in itself, and hoped to be the means of constructing railways throughout the country. The honorable member for the Bremer acknowledged that at present the Stanthorpe line was the only line that he could support—at any rate, the honorable member did not speak favorably of any other. The honorable gentleman's argument was, in fact, that one more railway was necessary for the South, but that no railways were required

for the North. But the North had good grounds for complaining as far as railways were concerned, and the Government were determined that in that respect, justice should be done. If they were not to make railways in the Wide Bay and Burnett districts, where, then, was the use of their setting apart a railway reserve in that district as had been done in the Bill which had just been passed? The honorable member had affirmed that, in his opinion, it was not desirable at present to make any railways in the Wide Bay and Burnett district—

MR. THOMPSON: I did not say so.

THE MINISTER FOR LANDS said that, at any rate, the honorable member took exception to the Maryborough and Gympie and to the Bundaberg and Mount Perry lines, which were two that the Government had decided upon as among the best lines to be commenced. He thought the House need not have been treated to the twice-told tale of the want of traffic on the Mount Perry line. The might just as well have been told a dozen years ago that they should not make a railway from Ipswich over the Main Range on to the Downs. It was well known that population followed as a necessary result from the formation of railways. They were told by the honorable member, notwithstanding, that according to his policy they were to make one railway in the southern districts and not one more in the North. In the district of Maryborough they had an area of country equal to the whole of Tasmania, and there was no reason whatever for supposing that within ten years they would not have a population settled there quite equal to the whole population of Queensland at the present time. It was for that reason that the Government had proposed the reserves of land in that district, the proceeds from which were to be appropriated to railway construction. It was on that policy that they had asked the House to treat the railways as a whole. If they had asked them to treat those railways as a part, they would be doing injustice to certain districts which had accorded them their support.

HONORABLE MEMBERS of the Opposition: Hear, hear.

THE MINISTER FOR LANDS said he would repeat the words—who had accorded to them their support, because they believed the principle which the Government had put forward was one founded upon justice. Honorable gentlemen opposite had been pleased to impute all sorts of corrupt motives to the Government; but if it was corruption in a Government to give advancement and promotion to the interests and to the districts of their constituents, and to develop the resources of the country—if that was corruption according to the honorable members opposite, then all he could say was, that he gladly accepted the imputation, for it was a corruption founded upon justice and a sense of right. It was simply standing up for the rights of

justice for parts of the country which had not received those rights before. He accepted the arguments of the honorable member for the Bremer as ample justification of the course the Government had chosen to adopt. At the same time there was no reason why the honorable members opposite should not move as many amendments as they liked, and if they could show that the scheme as a whole was opposed to reason or to justice, then he presumed that such an argument would have its effect upon the House. At any rate, if the scheme of the Government was not founded on reason and sound sense, if it did not command a majority, it would command the respect of the people outside of the House. He would invite honorable members to make their objections and let them be held good for what they were worth. If they had not their day now they might have some day henceforward; if they could not convince those now in the majority, they might convince others in future. That, he took it, was the constitutional course to be adopted that night.

MR. PALMER wished to know whether every honorable member could speak on each amendment?

THE SPEAKER: Yes; but only once on the main question.

MR. WALSH rose to a point of order. He understood the honorable Speaker to rule that it was only one question, and yet that an honorable member could speak on each amendment.

THE SPEAKER: Yes, on every amendment.

MR. WALSH said he should really like to have the honorable Speaker's ruling upon that, because the other side of the House was cute enough to know that there were not enough members on his side of the House to move amendments. He wished to know whether he could address himself one by one to each sub-section of the resolution?

THE SPEAKER said the honorable member could only speak once to the main question, but if an amendment was moved, he had a perfect right to speak on every amendment.

MR. DE SATGE said that, whilst reserving to himself the right of speaking on the main question, he wished to make a few remarks in regard to the statements which had just fallen from the honorable Minister for Lands. The arguments of that honorable gentleman would have been perfectly right if the Railway Reserves Bill which had been passed, bore any analogy whatever to what it was when it was first introduced to that House, but it bore no relation whatever when it went out of the House to what it was when it was first brought forward. Had the Government passed their original Bill, then no doubt they would have been right; but, as he said before, the Bill was entirely different, and bore no analogy as regarded the lines to be constructed with the reserves set apart for that purpose. For instance, the Stanthorpe Rail-

way bore no analogy to the reserve which had been set apart for its construction; and then, when they came to the Burnett reserves, although the honorable Minister for Lands might say, "What shall we do with those reserves if we do not construct the Mount Perry line?" they found there was the same want of analogy. In regard to those lands, the best proof they had that they should be opened was the fact that they were required for selection and settlement, and not for railway purposes. He contended that, apart from any question of a railway, the lands in the Wide Bay and Burnett districts should have been resumed ten or twelve years ago, for the lands had been required independently of any railway. He thought that when the honorable Minister for Lands altered his Bill, first at the instance of the honorable member for Toowoomba, and afterwards at the instance of the honorable member for Gympie, he showed how entirely the Government were to be led by one or two of their supporters; they had been altogether led away from their original Bill. If the Bill, as passed, had any analogy whatever to the original Bill, he should agree with the honorable member in the remarks he had made. He thought most honorable members would agree in a desire to see the two trunk lines carried out, and he did not hesitate to say that he should give the Stanthorpe line his most unreserved support. Therefore he thought that honorable members should be able to support one line without by so doing being bound to support others, which, it seemed to him, had been put forward on a log-rolling principle. He ventured to say that the honorable member for the Kennedy, for instance, did not want the ten miles of railway out of Townsville, and there were other honorable members who did not wish to be bound to support other lines. He thought the Government should show some spirit in the matter, and pick out of the six lines now proposed the three most worthy of attention, and push them through. If they did that they would have the voice of the whole House, whereas now they would only be able to carry their scheme by a very narrow majority indeed.

Mr. STEVENSON said that, speaking to the amendment of the honorable member for the Bremer, he had never heard a more corrupt speech than that which had been made by the honorable Minister for Lands. That honorable gentleman told the House that he knew perfectly well that if the different paragraphs of the resolution were taken *seriatim*, the Government would be beaten; and, therefore, the honorable gentleman tried to gag his supporters, because he knew they would vote against some of the proposed lines. The honorable member would not give them a chance, notwithstanding he was courteous enough to tell the Opposition that he took the resolutions as a whole, so that his supporters should not be left out in the cold;

and in order that he should not be beaten by his own supporters, he refused to give the country a chance of saying what railways they thought were necessary, and what were not. That was the sum and substance of the statement of the honorable gentleman. With regard to the argument about railways creating a population, the honorable member had better make up his mind to carry a railway out to the Herbert at once. If that was the best argument there was for making a railway between Maryborough and Gympie, he had better leave that line alone. They had come to a very strange state of things when they were told by a liberal Minister that the country was not to have a say in the matter at all.

Mr. McILWRAITH thought that the form in which the motion had been put, showed a very clear departure from the Ministerial programme which was placed before the House a few months ago. If it had been the intention of the Government to keep their measures in such a way before the House as to prevent honorable members voting for one part without voting for the whole, why had they not brought all the present schedules on together with the Railway Reserves Bill? They had, however, brought the resolution in its present form, knowing that the late Minister for Lands had plainly said that he would not vote for the construction of the Maryborough and Gympie Railway, and that other members were opposed to other lines, and, in fact, the House was told that the railway policy of the Government was contained in the resolution, and that the whole must be carried or none. The manner in which the Government had put forward their railway policy throughout the session had been extraordinary, but the present attempt on their part was the most extraordinary of all. He would challenge any honorable member to bring forward an instance where the plans and specifications had not been produced at the time the desirability of making a line was being discussed, and other matters in connection with it; but instead of that, they found that it was not mere matters of detail which they were now called upon to discuss, but, in fact, the whole railway policy of the colony. It was something perfectly distinct altogether; it was not defining the kind of railway policy the Government were to have, but it was adopting a railway policy actually not put to the House before, because they had never been asked if they approved of having six lines all at once. How was it possible that honorable members could agree to such a resolution—to all those lines at once? He would take the Maryborough and Gympie line for example. If the motion had been simply that the plans and specifications of that line be adopted, honorable members would have examined them; but he found there were three or four lines put down between Maryborough and Gympie, and that the line adopted by the Government would cost £70,000

at least more than the line recommended by their engineer. If that question had been solely before the House, they could have decided which of the three lines should be adopted; but instead of that, the Government had made use of a form of the House to stifle all discussion, and to get a large railway policy through the House without honorable members having studied the matter at all. It was all very well for the honorable Minister for Lands to say that it was competent for any honorable member to move any amendment he pleased, but he knew that it was perfectly impossible, from the number of members on the Opposition side of the House, to do so. The honorable member had found out a few nights ago, on his own motion for the resumption of the runs, that he had more amendments than he could get honorable members to move on his own side, and had contented himself by saying that he would get them moved in the other chamber. But in the present case, where there were far more important amendments, it was perfectly impossible for honorable members on his (Mr. McIlwraith's) side of the House to move or carry any of them. The honorable gentleman said that the different resolutions being rolled into one was only a corollary of the Railway Reserves Bill, but the proper corollary of such a measure would have been a resolution affirming the desirability of certain proposed lines of railway being made. After that had been done, then the honorable member could have moved the adoption of the plans and sections. They were, however, debarred from discussing them now, as no one understood the plans and sections that were before them.

Mr. J. SCOTT said he was not at all surprised at the trick which had been played that evening by the Government, but he was surprised that the honorable Minister for Lands should have gone to that House and stated that he was trying to carry something by a dodge; the honorable gentleman had acknowledged that he could not carry the resolutions fairly if they were put *seriatim*, but that, if they were put as a whole, he should be able to do so. If such an admission had emanated from another honorable member of the Government he should not have been surprised, but he must say that he was surprised that the honorable Minister for Lands should have descended so low as to attempt such a dodge, and still lower to acknowledge it. The honorable gentleman's argument was, that they must either vote against one or vote against the lot, and he must repeat that he was astonished that the honorable gentleman should have availed himself of such a trick. As he had said before, it not only prevented members from voting for all or none, but it prevented a member from voting against any particular line if he voted for one.

Mr. WALSH said that the most painful part of the conduct of the Government was the way in which they dealt with the money

of the country. They proposed to get money passed, not in the ordinary way in committee, as, then, honorable members could speak over and over again in defence of the pockets of the people of the country; but in such a way that those honorable members who did not support the Government would not be able to have any voice in the matter. He did not hesitate to say that to pass the resolutions in the way proposed by the Government was most disgraceful—that it was the most disgraceful dodge he had ever seen attempted to be perpetrated by any Government, more especially by one which professed to represent the people of the country. If he were to point out accurately or clearly what would have been the effect of such a proceeding if it had been proposed by honorable members on his side of the House whilst they were sitting on the Treasury benches, he should say there would have been a howl of execration throughout the breadth and length of the land. That because it was considered necessary to make a railway from Warwick to Stanthorpe, or from Maryborough to Gympie—that because either of those lines was considered necessary—the very stability of the Government depended, not upon passing them, but upon passing several others, which he did not hesitate to say were very absurd lines—that because of that, honorable members who were in a majority, and who supported the Government, were to be spell-bound or tongue-tied during the passage of the resolution before the House. He should like to ask the honorable member for Carnarvon and the honorable member for Wide Bay, if they believed the Maryborough and Gympie line would ever pay in their time? He should like to ask the honorable member for Carnarvon, again, if he had so far lost his intellect, as to believe the line between Bundaberg and Mount Perry would pay? Those were questions he should like to put, if he were sure of getting answers, but he knew he would not. The Government, in putting the resolution in this way, were able to command five solid votes, and that was the sole reason why they had done so. It was like the old fable of the family advice, illustrated by reference to a bundle of sticks—"While you stick together you cannot be broken, but separated you may easily be broken." That was the policy of the Government in regard to this question; and for what reason? Simply for the purpose of retaining office. There was no other spirit that animated them at that moment, than the retention of office; and in order to do that, they were prepared to imperil the prosperity of the country, not only by the way in which they dealt with the land laws, but also by this prodigious and insane expenditure for the construction of these numerous railways. In none of the other colonies could an instance be quoted where any Government were ever mad enough to propose the construction of five new railways at once. Was ever such

a thing known before? He ventured to say that the total population of Mount Perry and Bundaberg did not approach 600 souls; and yet the Government coolly proposed to expend in that district for railway construction £200,000, and the amount might really be put down at £500,000. He did not believe there were 600 persons interested in that railway, unless they were 600 miserable shareholders living in Sydney, who were connected with the Mount Perry swindles, and who hoped, sooner or later, to be able to sell their scrip. And more than that; as an old inhabitant of that part of the colony, he ventured to say, that it was almost impossible for that line to ever benefit the country to any large extent by planting population upon the land.

Mr. BAILEY said he wished to correct the honorable member —

The SPEAKER: The honorable member cannot do so until the honorable member for Warrego has concluded.

Mr. WALSH said he had not heard the honorable member, and he did not think he wished to be heard. As a supporter of the Government, he must either be absolutely silent or speak so that he could not be heard. He said, from his knowledge of that part of the country, he had a right to speak with regard to it, having dwelt upon it, or about it, for the last thirty years, and he had no hesitation in saying that there was nothing whatever along that line to justify the inference that the Government could plant sufficient population there to make it pay. Then this line did not propose to go to Mount Perry at all; and supposing it went to the Moonta swindle—even the name “Moonta” carried the name of swindle with it—which the Government proposed to subsidise—or patronise, would be a better term—when it got there, it could not go any further. It was almost beyond any engineering skill to take the line beyond Moonta, if ever it reached there; and if by any tunnelling or engineering it did reach Mount Perry, it certainly could not go one inch beyond. That was the design of the Government, to catch two votes in that House. It was well known, and if the honorable the Speaker were on the floor of the House, he should appeal to him for ratification of his statement. The House was called upon to consider a scheme of this kind *in globo*; they knew there might be some good, and they knew there was abundantly that which was bad, and they were not allowed to winnow the good from the bad, simply because the Government had entered into a contract—he did not hesitate to say—with each of the representatives of the districts interested in those railways that they should stick to each other and stick to the Government. He challenged honorable members whose constituencies were interested in those railways to say whether that was not an absolute fact; and the reason why this scheme had been brought forward in its present con-

densed form and contrary to the practice of Parliament. He trusted that there was a sufficient spirit of independence amongst honorable members to resist to the utmost this effort of the Government to gag independent members in their expressions of opinion, which was the effect of the resolution; and he also hoped that there would be found at least a small minority in that chamber who would use their utmost exertions to protect the whole colony from the infliction of five or six new railways, when all that was required at that moment was one or two.

Mr. AMHURST said he believed this proceeding was a manoeuvre of the honorable the Premier's, and that honorable gentleman knew perfectly well that there were one or two of those railways that would never pay. At least he was not aware that the honorable gentleman did know, because he (Mr. Amhurst) did not believe he knew sufficient about railways: but if he had the slightest knowledge on the subject, he would know that the Bundaberg and Mount Perry would never pay working expenses for years to come, much less the interest on the money. He was also very sceptical about the line from Maryborough to Gympie paying for years and years to come. The manoeuvre of the honorable the Premier was this:—They knew that if each of these proposed railways was tested on its merits, there were only about two that would pass, but by combining them they expected to secure the whole. There was no doubt a majority of the House would pass the one from Warwick to Stanthorpe, which stood in a different position from all the others. It was a continuation of the existing line, and it would only be necessary to have one or two stations; there would be no extra rolling stock required—or very little, and it would not only tap the Border country, but also portions of New South Wales, from which they could obtain supplies of produce which would be very useful, especially in the North. He felt certain that that railway would help materially to make up the deficit there was in the interest on the present railway. He thought the Government, if they did their duty to the country, should not jeopardise railways which were necessary for the sake of the support of one or two members, whose support they could only get by promising them railways. He was quite certain that some honorable members would not have supported them if it had not been for the promise of these trumpery railways. In saying this, he did not refer to the Stanthorpe line; he meant the Maryborough and Gympie, and Bundaberg and Mount Perry lines; and he believed if the honorable the Minister for Lands had not been the member for Maryborough, he would not be so very anxious to take them *in globo*. But he knew that he dare not let that line stand by itself. Why should he take them *in globo*, if he could carry them *seriatim*? But he (the Secretary for Lands)

knew that if fair justice were meted out to his constituents, he would not get that railway. Honorable members were there to protect the revenue of the colony, and to prevent public money from being wasted; and the Government tried by a side wind to get this railway in by proposing them *in globo*, and saying, "This is the Ministerial policy, and you must take all or none." He (Mr. Amburst) said it would be a disgrace to the Opposition if they did not try their best to stop such a course of proceeding. There was no doubt they required the main trunk lines of the colony to be extended. He should like to see the extension to Starthorpe and the Border, and he should prefer an extension beyond Roma to either the Maryborough and Gympie, or the Bundaberg and Mount Perry lines. He believed the Northern line should go to Charters Towers; and that if a railway were made in the Burnett district, it should be made to join the present main line somewhere between Dalby and Toowoomba, and then no extra rolling stock would be required. He hoped the Government would consider the advisability of putting the different proposed railways *seriatim*. The Opposition had expressed their disapproval of the way in which they were put, and if the Government forced them to take them *in globo*, they could not force them to vote the money *in globo*, and he hoped it would be a precious long time before they got the money for some of these railways.

Mr. BAILEY said he merely rose to notice very shortly some of the remarks of the honorable member for Warrego. The greater part of that honorable member's speech he had heard before, and it was nothing new to him. He remembered hearing nearly the whole of it once when the honorable member was addressing his constituents on an electioneering tour, and his telling his constituents that the Brisbane and Ipswich Railway was about the worst swindle ever attempted to be perpetrated in this colony; that it would be a downright robbery, and that, in fact, it would be making a railway between a navigable river and a good road. He denounced it in the strongest possible terms—in much stronger terms than any he had expressed to-night, and yet not long afterwards, as soon as he took his seat in the House as Minister for Works, he assisted in the construction of that very line which he had previously so strongly denounced. What were they to think when they saw an honorable member whose words and actions were so much at variance as that? What dependence could they place upon his statements? What worth were his denunciations? He (Mr. Bailey) should leave to the honorable member for Mulgrave the task of defending his constituency in regard to the matter; but he would say with reference to the statement of the honorable member that the population of Bundaberg and Mount Perry was not more than 600 persons, that he, himself, when

on a recent visit to that district, found nearly 300 persons working on one copper mine, and that mine he believed was only one of thirteen copper mines in that district of equal richness and quality. He believed the population of Bundaberg was considerably over six hundred persons.

Mr. PALMER said, speaking to the amendment of the honorable the Premier, he hoped there was sufficient independence left amongst members of the House to prevent the Government from carrying through the attempt they had made to put in one motion six different lines of railway in the manner they had. He hoped there was sufficient independence left in honorable members who were not tied neck and crop to the tail of the Government to prevent any Government from gagging the House. That was what they were attempting; to stifle the freedom of debate, and to prevent honorable members from giving their votes, as he believed they otherwise honestly would, for the benefit of the country. The speech of the honorable the Minister for Lands had astonished him more than anything he had ever heard in that House for a long time, and it astonished him a great deal more coming from the Minister for Lands, whom he had previously given credit for possessing much better principles than he had enunciated to-night. It seemed, however, that office had intoxicated him; that he had lost his reasoning powers almost; that he had sacrificed his reasoning faculties to the purpose of carrying through any party question. His speech to-night led him (Mr. Palmer) to believe that it was not what was for the benefit of the country that he went upon at all, but simply the policy of the Government. Let that policy be what it might, so long as that honorable member could, by this system of log-rolling—for it was neither more nor less—which was initiated by taking these motions together, carry out the policy of the Government, he had in fact told them that he cared very little what the consequence was to the country. He had admitted that he was certain that if these questions had been put in detail, as they should have been, and if the House had been allowed to decide upon what lines of railway really were necessary for the country, and what were not necessary, they would not be carried. He had admitted that, and in doing so he had declared that the policy of the Government stood a long way before the interests of the country in his estimation. The manner and the matter which they were favored with by the honorable the Secretary for Works in introducing such a question as this, was about the most meagre, and the most paltry that was ever put before an assembly of white people, or black people either. In a speech upon a question involving the outlay of, they did not know how many millions of money, what information had they got as to what the traffic on the proposed lines was likely to be; or what infor-

mation on the subject had they got at all from him? He (the Premier) read some garbled statements from some paper he held in his hand, and got so confused that he left one of the proposed lines out altogether, until his attention was called to it by the honorable member for Warrego, but he gave them no information at all except that according to his idea—he (Mr. Palmer) believed not the idea of the Government, for he gave some of them credit for having an average amount of brains—the Maryborough and Gympie line would cost in round numbers, £339,000; the Bundaberg and Mount Perry line, £198,000; Dulacco to Roma, £286,000; Lurline to Emerald Downs, £150,030; and some scheme he had not got on the paper, and which was, of course, meant to influence the constituency of the honorable member for Clermont—and why it was alluded to he did not know—was to cost £360,000. The honorable member gabbled over these sums as if they were absolutely so many pence thrown to a beggar. He never told them how he expected to raise the money, or how the traffic was to recoup in any way such an enormous outlay. His speech, if it could be called a speech, was simply carrying out the policy he had adopted throughout the session with regard to railways, and that was to give us as little information on the subject as possible. There were two motions on the paper in the name of the honorable member for Mulgrave, who, so far as the railway policy of the Government was concerned, was a supporter of the present Ministry, having invariably voted with them on railway questions. He found the first was tabled on the 30th of October, and it was:—

“That there be laid upon the table of this House, all correspondence connected with offers or tenders to construct all or any of the railways at present before Parliament.”

Well, the honorable the Minister for Works refused to allow that to go as a formal motion, well knowing that the result of not allowing it to go as “formal” would be that the honorable member would be blocked; that it would be weeks, perhaps, before the motion could come to the top of the paper and be carried, because, he believed there was common sense enough in the House to have carried it. On the 1st of November the same honorable member put a motion on the paper:—

“That there be laid upon the table of this House, all offers received from Mr. Henderson, on behalf of Messrs. Brogden and Sons, of London, for the construction of any, or all, of the railways, as projected within this colony, together with the reports by engineers thereon; also, estimates by engineers for each line; and all correspondence connected therewith.”

Now, if the honorable the Minister for Works had the slightest intention that the House should act upon the fullest informa-

tion that it was possible to put before it, and that they should give an honest vote for what they believed was the good whole of the colony, why, he asked, did he make that motion also “not formal,” thereby blocking the House from getting any information on the subject, except the garbled extracts which he had been pleased to honor them with that evening? Did it look as if the Government scheme—“scheme” was an excellent name for it—would bear the light of day? He did not think it did. He believed they wanted to keep the country in the dark on the subject as well as members of that House. But, he supposed, the honorable member forgot at the time that Mr. Henderson was able to give the information without his able assistance. He (Mr. Palmer) could favor the House with a good deal of the correspondence on that subject, without either the consent of the honorable Minister for Works or any member of the Government; and he said that the way in which the proposals of Mr. Henderson had been treated was a disgrace to any Government in a civilised community. Here they had a Government, without the slightest authority from Parliament, telegraphing to a gentleman in Adelaide that they thought he could do a good business by coming here and tendering for lines of railway which they proposed to carry out. That was rather an extraordinary style of proceeding to begin with. They induced a gentleman of very great experience to come here, to bring a staff with him, to take a great deal of trouble over some of their proposed railways, and absolutely to send in tenders for them; and then they coolly informed him that they were not in a position to consider his proposals. He should like to know whether that was the action of a Government honestly conducting the affairs of the country; and he should like to know, in the first place, on what authority the Government, before they had the sanction of both Houses to any of these lines, induced gentlemen to come here from the other colonies and give their estimates on their proposed lines? He knew of no authority. Certainly they might turn round and say, as he had no doubt they would, that this gentleman knew the risk he was running, and it was no business of theirs whether he came here or not. Well, if they thought they were in the right, why did they not furnish the whole of the correspondence? He supposed it would be furnished when the railway debate was closed, when it would be no use, except to show the country the double game the Government had been playing all through. The correspondence was rather long, but as the Government would not put it on the table, he should read it and get it into “Hansard,” and publish it in that way. The first letter was:—

“Brisbane, 30th October, 1876.

“To the Hon. the Minister for Works, Brisbane.

“SIR,—I have the honor to acknowledge receipt of your letters of 19th and 24th instant,

informing me that the Government are unable at present to entertain the offers I have made for the construction of the projected lines of railway, and suggesting that I should renew my offers at some future date.

"You state as your first reason for the Government's decision that 'the amount of the offers are largely in excess of the preliminary estimates furnished by the engineers for the construction of the lines.'

"I submit that the comparative estimates annexed, Nos. 1, 2, 3, 4, and 5, will show that the several offers made by me are considerably under your engineer's estimates to the extent of one hundred and forty-five thousand and thirty pounds (£145,030), thus being considerably under your engineer's estimates instead of being in excess, and that these offers embrace every contingency, thus freeing the Government from any extras and enabling the Government to know the ultimate cost of the respective lines, unless alterations or additions are made by your engineer.

"No. 1 is a comparison with the only preliminary estimate of your engineer, Mr. Stanley, of which I have any knowledge.

"No. 2 is also the only preliminary estimate of your engineer, Mr. Stanley, of which I have any knowledge, and in his report of the probable cost of this line he states as follows:—On page 2, referring to first section:—'The cost, including cost of terminal station, works, and buildings, *might*, I think, be estimated approximately at £5,000 per mile.' Also, in reference to the second section, he says:—'It would not be safe to reckon upon a sum of *less* than £8,500 per mile.'

He should like to know how that tallied with the statement of the honorable the Minister for Works as to the cost per mile of these railways. The word "*less*" was underlined, and he would call the attention of the House to the words, "It would not be safe to reckon upon a sum of *less* than £8,500 per mile."

"No. 3.—My offer for this line was only to 160 miles 2 chains; but, to make a comparison, I have added to my offer the cost (of my offer) per mile complete to 166 miles 67 chains (being the same distance as that estimated by your engineer). I have no hesitation in saying that if my offer for this length, together with the third and fourth sections, had been properly analysed, it would have been found more to the advantage of the Government than the present system adopted on the Western Railway extension.

"No. 4.—Your engineer's estimates for a light railway, with rails 35 lbs. per yard, less ballast than usually adopted by him; also a less formation width (13 feet instead of 15 feet). Bridges of the lightest and most economical construction, and with as little dressed work as possible (for £5,111 per mile), and also states as follows:—'For this sum I believe that the line could be constructed in the way I propose; but I am confident that a line really efficient with durable work suitable for public traffic through the country between Maryborough and Gympie cannot reasonably be expected to be completed for less.' My offer is based upon the model of your existing lines.

"In my offers there are included many items not included in the engineer's estimates. The

chief ones I have deducted, as shown in the tables of comparative estimates.

"One important item, the weight of material required for Ibbotson's patent fastenings, is much in excess of that estimated by your engineer, namely, seventy tons per mile, the actual weight required being, as estimated by me, namely, seventy-five tons one hundred weight and two quarters, as shown by table annexed.

"The offers made by me show a saving, as compared with your engineer's estimates, of one hundred and forty-five thousand and thirty pounds (£145,030).

"The past experience of the colony in railway construction has undoubtedly shown that the former method of carrying out the works has always resulted in your engineer's estimates being greatly exceeded ere the works were nearly completed. You have no guarantee that in the instance of these projected lines the estimates made by your engineers will not be exceeded as before.

"You informed me that your principal reason for inviting me here was that by my giving you lump sum offers for the different lines, you would then know the ultimate extent of your liabilities, and the lines fully completed for traffic. In accordance with such request, the offers were made for the entire completion of the projected lines from point to point, as mentioned in the several descriptive clauses of the various offers sent in by me for definite lump sums in each instance."

He begged to call the attention of the House to the fact that this letter was dated the 30th of October, and one of the reasons of the Government for not entertaining the offer of this firm was stated here:—

"You also state, as your second reason for the Government's decision, that it is considered undesirable to entertain offers until the plans, specifications, &c., have been prepared by your officers, also detailed estimates compiled."

Now, was it at all likely, he would ask honorable members, that between the 30th of October, when they could not entertain any offer because they had not detailed estimates or plans and specifications properly compiled, and the 8th of November, they could get all those things prepared?

"I think my firm have just ground for complaint that, after my having come from South Australia at the request of your Government, with the express object of making offers for these lines, and on the representation that the Government were in a position to treat with me and to receive or decline our offers when made, I should now, after sending them in, have the negotiations of the last two months brought to a close in this abrupt manner.

"Permit me to recall to you, briefly, the course of my negotiations with the Government from the first, which will fully justify my complaints.

"After some preliminary communication that passed between your colleague, the hon. the Minister for Lands, and myself, I came from Adelaide at the suggestion and request of the Government, and reached Brisbane in the middle of August last. Upon my arrival here, I at once put myself in communication with the hon.

the Minister for Lands (Mr. Douglas) and yourself, by whom I was introduced to the engineers, and proceeded, with the aid of my staff, to take steps to acquire the necessary information on which to base my offers, by making a personal inspection of the several projected lines. Having thus obtained the required 'data,' I sent in my offers without delay, the first being forwarded on the 2nd instant, and the remaining three on the 4th and 16th instant respectively. On the 13th instant, at the interview that took place between yourself, the hon. the Minister for Lands, Mr. Herbert, the Commissioner for Railways, Mr. Stanley, your engineer, and myself, you will remember that, on its being represented to me that some of the conditions specified did not meet with the approval of Mr. Stanley, I agreed to alter or vary any or all of the conditions, so long as they were equitable and fair to both contracting parties, as I have always expressed myself willing to do."

"The original offers were made at the request of the Government for lump sums, but at the interview in question, I was desired for the first time, to prepare schedules of prices for all the lines. To this I assented, although, as you are aware, it was no part of the original proposal that schedules of prices should be made out, and had just commenced the preparation of the schedules, when I received a letter from your engineer, dated the 17th instant, postponing for an indefinite period an appointment 'until he had consulted the Government.' I then received yours of the 19th instant, followed by that of the 24th instant, breaking off all the negotiations that have taken place.

"I have now been detained in Queensland for a considerably longer period than I originally anticipated, and at a time when my presence has been urgently required elsewhere on the business of my firm.

"The expense incurred by myself and staff has necessarily been heavy, and unusually so in this case, from the nature of the offers called for. At your request I have also been to the expense and trouble of having plans and other work executed for your guidance, for which the Government employés have been paid by me."

That was a most extraordinary statement.

"As you are aware, and as our correspondence will testify, I have throughout the whole course of our negotiations endeavoured to meet the views of the Government and their professional adviser in every respect, consistently with fairness, and with proper attention to the interests of my firm. The work and expense which have been entailed on me in inspecting the proposed lines, and preparing all the estimates, plans, specially asked for by the Government from time to time, have been very considerable.

"After all this expenditure of time, labor, and money, I must express my surprise at being now suddenly informed that the Government are not in possession of sufficient data to enable them to receive or consider my offers, and having the consideration of these offers I have made postponed indefinitely.

"If it be the case that the Government cannot even now treat with me till the plans, specifications, and detailed estimates have been prepared by their officers, may I be allowed to ask why I

was not informed of this before being requested to come from South Australia nearly three months since? Had this been done, I should of course have deferred coming to Queensland until such time as the Government were really in a position to treat with me; instead of which, after much work had been done, and great expenditure of both time and money, the whole of my negotiations are abruptly terminated, *after* the offers called for *have been sent in*."

There was no answer given until this gentleman had gone to the trouble of making out specifications, and sending in an offer to do the work, and then he was abruptly told his offer could not be entertained.

"I must complain strongly of the manner in which my firm have been treated in this matter."

And he (Mr. Palmer) did not wonder at it.

"Although anxious throughout to come to a fair and equitable arrangement with the Government, and to make any proper concessions, the Government have dealt with me in anything but a business-like or indeed an equitable manner, and have from first to last evinced *no real desire* to facilitate the completion of the arrangements which *they brought me* to the colony to make.

"It is quite out of the question that I should now longer delay in Queensland.

"I apprehend from the statement in your last letter, the Government will be unable to accept any fresh offers for at least three or four months, and I see no reason to hope that at the conclusion of that time my firm will be treated with more consideration or in a more business-like manner than hitherto; I am therefore leaving Brisbane at once.

"I append copies of telegrams and letters between the honorable the Minister for Lands and myself in reference to this matter. The correspondence between Mr. Stanley and myself you are, doubtless, in possession of.

"The general tenor of the correspondence will fully bear me out in all my statements.

"I shall also lay copies of the correspondence before my firm in England, and make such other use thereof as may seem proper.

"I have, &c.

"JOHN HENDERSON."

Then there was an "abstract statement of comparative estimates by Messrs. Brogden, and preliminary estimates by engineers—*vide* appendixes A, B, C, D, and X." The first was the Warwick, Stanthorpe and Border line, which Messrs. Brogden offered to complete for £475,480; Mr. Stanley's estimate being £494,332; Mr. Stanley's estimate in excess of the offer of Messrs. Brogden £18,852. Next they had the Bundaberg and Mount Perry line, for which Messrs. Brogden's offer was £216,754; Mr. Stanley's estimate, £285,555; excess over Messrs. Brogden's offer, £68,809. Next they had Dulacca to Roma (Western Railway), Messrs. Brogden's offer, £265,945; Mr. Stanley's estimate, £286,619, or an excess of £20,674. Next they had the cream of the lot, the Maryborough and Gympie line; Messrs. Brogden's offer, £298,071; Mr. Stanley's es-

imate, £334,766; excess of Mr. Stanley's estimate, £36,695; or, on these four railways a total of £145,030 in favor of Messrs. Brogden against the estimates of the Government Engineer. Then they had Appendix "X," showing the number and weight of Ibbotson's fastenings, &c., required for one mile of railway, as estimated by Messrs. Brogden; but that was a matter of detail which he would not trouble the House with. Then there was

"Copy of correspondence relative to offers made by Messrs. Brogden for the construction of railways for the Queensland Government, between the Hon. John Douglas and Mr. Henderson, &c.

"Telegram from Hon. John Douglas, to Mr. Henderson.

Brisbane, July 6, 1876.

"Government here contemplate considerable railway works I think that any offer coming from such a firm as yours might have an excellent effect on Parliament. With such a view your own presence here or the presence of someone authorised to treat for Messrs. Brogden would be most desirable. My colleagues are not in town to-day but after consultation with them I will communicate further with you."

The honorable the Minister for Lands evidently did this on his own hook, and his colleagues had no knowledge of it. The next telegram was:—

"Telegram from Hon. John Douglas to Mr. Henderson.

"Brisbane, July 7, 1876.

"I have seen Mr. Thorn, Minister for Works and Premier. He authorises me to say that he believes your presence here"—

that was with a view to influence Parliament—

"or the presence of someone authorised by you, might lead to business. We are anxious to construct light lines in several districts."

"Telegram from Mr. Henderson to Hon. John Douglas.

July 8, 1876.

"Have telegraphed New Zealand for engineer go Brisbane. I hope leave for Brisbane in two weeks. Please say longest time you can allow. I feel a personal interview would hasten matters and be more satisfactory."

The next telegram was from the Honorable John Douglas to Mr. Henderson, dated July 25:—

"Telegram from Honorable John Douglas to Mr. Henderson.

"July 25 1876.

"Wylie will be afforded facilities for obtaining information for you. Proposals now on table of Assembly involving construction of four hundred miles of railway. Final decision will certainly not be arrived at for two or three months. I seriously think your presence here might lead to business but your own presence indispensable."

Then, on the 25th August they had a note addressed to Mr. Thorneloe Smith, and another signed by the Minister for Lands:—

"Brisbane, August 25, 1876.

"DEAR SIR,—I should be glad if you would give Mr. Henderson any information respecting the railways, the trial surveys of which you have now in hand.

"GEORGE THORN.

"Thorneloe Smith, Esq."

"Lands Office, 12th September, 1876.

"SIR,—Be good enough to afford Mr. John Henderson, who will present this to you, every facility for obtaining information respecting the general character between Maryborough and Gympie; as, also, such information as Mr. Henderson may require respecting earthworks, quantities, or bridging.

"Mr. Henderson contemplates making an offer for the immediate construction of a line to Gympie, and I am anxious to supply him with sufficient data to enable him to make such an offer, on the understanding that he will work to the detailed plans eventually to be supplied by him.

"I am, &c.,

"JOHN DOUGLAS.

"To the Officer in charge of Railway Surveys, Maryborough."

Here they had the Minister for Lands taking the whole Railway Department out of the hands of the Minister for Works. This was quite a new phase.

Mr. DE SATGE: Yes, and the Gympie line too.

Mr. PALMER said he hardly knew what his Minister would have said, if any one had interfered with his department like that; but the Ministry evidently thought they could treat the present Premier as they pleased. On the 20th October, another letter was written:—

"Brisbane, October 20, 1876.

"DEAR SIR,—In reply to your note of the 18th instant, in which you draw my attention to the fact that your offers to the Government, addressed to the Minister for Works, had not received attention, allow me to say that I am under much obligation to you for having so readily complied with my request as addressed to you in South Australia.

"I wired you to come to Queensland in the hope that your doing so might lead to your firm undertaking some of our railway works.

"I myself, certainly, am of opinion that there would be some considerable advantage in the acceptance of an offer made your firm.

"Some of the conditions specified by you are not such, I understand, as our engineer can recommend us to accept; but these objections can be modified, and if, after conference with Mr. Stanley, you think you could modify any or all of them, so as more nearly to approach our views, I shall be happy to further any such negotiations.

"There seem to be decided advantages in adopting the mode you propose, because under it we might accept and enter into a provisional

agreement for works to be completed for a specific amount. Under the Railway Act we have power to do so, such provisional arrangement subject to the ratification of Parliament.

"There are manifest advantages in such an arrangement, and though I am somewhat trenching on Mr. Thorn's department in thus addressing you, I will gladly do what I can to bring these issues to a point.

"If you think that we are likely to agree, I would invite you to convey to me, in writing, your views in this respect.

"I am, &c.,

"JOHN DOUGLAS.

"J. Henderson, Esq., C.E., Brisbane."

Then on the 21st October came the following:—

"Brisbane, October 21, 1876.

"DEAR SIR,—I am in receipt of yours of yesterday's date, in answer to mine of the 18th instant, and, in reply, shall endeavor to be as brief and explicit as possible, so that you may fully and clearly understand the offers I have made, and our present position. By you and the honorable the Minister for Works (conveyed through you) I was invited to come to Queensland to make a lump sum offer for the construction of some of your railways, for which purpose you stated sufficient data existed.

"On my arrival here, after several interviews with the honorable the Minister for Works, yourself, and your engineer, I, at some considerable time and cost, acquired sufficient information to make you the offers you desired, which were sent as follows, viz.:—The Roma Extension, 2nd October instant; Warwick to the Border, and Maryborough to Gympie on the 3rd; and the Bundaberg towards Mount Perry on the 16th instant. The only reply to which I received yesterday (copy of which I now enclose).

"The offers were sent in accompanied by conditions which I thought applicable.

"At a meeting held on Friday, the 13th instant, between the honorable the Minister for Public Works, yourself, the Commissioner for Railways, and your engineer (Mr. Stanley), I agreed to alter or vary any of my conditions so long as they were equitable and fair to both contracting parties, as I always expressed myself prepared and willing to do, so that the Government may have no cause for not at least endeavoring to come to terms. I will again state to you as follows: that as per offers sent to the honorable the Minister for Public Works, I agreed to make, finish, and hand over complete and fit for public traffic, the following lines (but without rolling-stock or land), viz.:—

	Ironrails.	Steelrails.
Roma extension ...	£248,456	£256,506
Warwick to Border ...	489,424	499,000
Maryborough to Gympie...	334,550	344,000
Bundaberg towards Mount Perry ...	223,900	230,167

£1,296,420 £1,329,673

The total being, with iron rails, £1,296,420, with steel rails, £1,329,673.

"One condition is necessary—a fair arbitration clause; the other conditions can be modified, if necessary, as already indicated.

"If necessary, a schedule of prices will be furnished, upon which the lump sum is based, or in any such other way as you may desire.

"Provisional contracts for the Warwick, Maryborough, and Bundaberg lines to be agreed upon between the Government and myself—subject to the Bills being passed by Parliament.

"As the Government would not derive much, or any, benefit by entering into a contract for the next twelve months, for the Roma extension from section No. 4, I am prepared to withdraw my offer for the same should the Government consider it desirable.

"It having been intimated to me that the Warwick to Border Railway might (for obvious reasons) not for the present be constructed beyond Stanthorpe, a deduction for that portion shall, if requested, be made at the schedule rates of prices.

"Any further information the Government or yourself may require I shall be most happy to afford, so as to come to a speedy settlement, as I have been detained here much longer than I anticipated, and my presence is urgently required elsewhere.

"I am, &c.,

"JOHN HENDERSON.

"The Honorable John Douglas, Brisbane."

Yet honorable members would remember that they had been told by the Minister for Works that lump-sum offers were never entertained in this colony. They always went for schedule prices and nothing else. There was something too in that letter of which they knew nothing, for it plainly showed in the last paragraph but one that there was an intention to run a railway to the Border. He had also got copies of the only replies which Mr. Henderson ever got from the Secretary for Works:—

"Commissioner of Railways' Office,

"Brisbane, October 19, 1876.

"SIR,—Referring to the several proposals received from yourself on behalf of Messrs. Brogren and Sons, for the construction of railway lines, I have the honor, upon behalf of the Government, to acknowledge the receipt of such proposals with thanks; and, in reply, may be allowed to express a hope that when the arrangements of the Government are sufficiently matured, it may be to the interest of the firm you represent to renew offers for extension of the Southern and Western Railway, based upon more definite information than is at present at the command of the Government.

"It is however suggested, with respect to cheap lines of railway in the Wide Bay and Burnett Districts, that the general conditions on which such cheap lines might be constructed should be prepared by the Chief Engineer, solely or in conjunction with yourself, and upon such conditions a lump sum offer might be made, upon the understanding, if provisionally entertained by the Government, that a schedule of prices should be prepared which would regulate the progress payments (additions and deductions) under such lump sum.

"I have, &c.,

"GEORGE THORN.

"J. Henderson, Esq., Brisbane."

Now, the House had been told distinctly over and over again by the Minister for

Works, that no lump sum offer should ever be received. They were told the lump sum principle was a relic of barbarism, that such a thing was never heard of in the neighboring colonies, and the Premier said all this in contradiction to an honorable member who knew more about railways than the Premier would know, if he lived to be the age of Methuselah. However, on the 24th October, there was another letter:—

“Department of Public Works,

“Queensland,

“Brisbane, 24th October, 1876.

“SIR,—Referring again to the subject of offers received from yourself as agent for Brogden and Sons, I have the honor to inform you, the Government, after due deliberation, this day, have decided, for the present, they cannot entertain your offers for the following reasons, viz.:—

“1. That the amounts of the several offers are largely in excess of the preliminary estimates furnished by the engineers for the construction of the lines.

“2. That the Government consider it undesirable to entertain offers until the plans, specifications, &c., have been prepared and detailed estimates compiled.

“When these latter conditions are complied with, the Government would receive, with pleasure, offers from the firm you represent, for the construction of such lines as may be approved by Parliament.

“I have, &c.,

“GEORGE THORN.

“J. Henderson, Esq., Brisbane.”

This, then, was the correspondence so far as he had got it, and he thought it was a great deal more than the Government cared to have made known. Perhaps now the Government would have no objection to lay before the House the whole of the correspondence which till now they had constantly withheld. He supposed the Minister for Lands did not like the House to see how he figured in the matter, and how, with Gympie Railway on the brain, he had endeavored to force it on independently of the Minister for Works. He did not know whether the Minister for Works was grateful for the interest the Minister for Lands was taking in his department, but if he was Premier and Minister for Works, it would fare very ill with a colleague of his who interfered so much with him. They found in this correspondence that the Minister for Lands, in whose department the railways were not, in the absence of his colleague from town, wired to a gentleman in South Australia to come to Brisbane and send in tenders for public works, and he intimated that “a good business might be done.” A good business might be done in a number of ways, but he would read these remarks of the Minister for Lands in only one way at present, and that reading was not a flattering one. The Minister for Works subsequently authorised his colleague to telegraph again, thinking that the presence of this gentleman of good standing, as he believed Mr. Hender-

son to be, would have a great influence on Parliament. This was a fine statesmanlike idea to telegraph to a neighboring colony—that the presence of an engineer in Queensland would have a great influence on Parliament. Then they had this gentleman coming up, as he himself said, at a great expense and trouble. There was also a very serious charge indeed involved in the matter, namely, that he paid the employees of the Government for plans to enable him to send in tenders. That was a serious charge, and he hoped other honorable members would make a note of it in order to ascertain from the Government who those employees were who dared to take payment from an engineer invited by the Government from a neighboring colony to send them in tenders in a lump sum, which they in the House denied were ever received. Then, as the crowning mercy of the whole, they had the Secretary for Works, on behalf of the Government—not writing on his own account this time—informing this gentleman that the plans were not sufficiently matured; that they had no detailed statements before them, and that, consequently, he could not consider the offer made. He (Mr. Palmer) particularly drew the attention of the House to the second reason given in the letter of the 24th October—more than a fortnight ago—that the Government considered it undesirable to entertain offers until the plans and specifications, &c., had been prepared, and detailed estimates compiled. They had not sufficient information on the 24th October to enable them to receive offers for the construction of the works from an eminent engineer, but they were in possession of sufficient plans and estimates to fudge their motions through the House on the 8th November. Would any honorable member swallow such a statement, or would the country generally believe that these matters had been prepared within a fortnight?

The PREMIER: These are only part of the plans. You know that very well.

Mr. PALMER said the less the Secretary for Works interrupted the better, for he knew a great deal more than that honorable gentleman thought. Why were the Government trying to fudge these railways through *in globo* in this way? It was very evident from the correspondence he had read—and he was strictly in order in having read the whole of it—it was positively necessary to take these resolutions one at a time, and after what had been exposed, it would be impossible for the Government to attempt to force them through as one. He sincerely hoped there was independence enough in honorable members to insist upon the Ministry standing or falling by each one in detail. He had often said that nothing short of not carrying a measure which entailed a vote of want of confidence would drive him from office, and he expected the other party to follow the same principle,

and that if a Government could carry a majority of the House with them with their principal measures, there was no necessity for their resigning. He had often said that. When, therefore, he spoke of the Government standing or falling by these different motions, he simply meant that their policy should stand or fall on these individual schemes. He maintained it was utterly unfair to attempt to dragoon the House into taking the whole of these resolutions together. He did not believe ten members of the House were really agreed upon the whole of them. He believed the line to Stanthorpe was a mistake. A line in that direction might be serviceable enough, but not a line through the rough country about Stanthorpe, where they got into a labyrinth of hills and ranges, where they could get neither higher nor lower. The railway, if constructed at all, ought to be taken to the westward, keeping out of the rough country: they could get away down by Goondiwindi; if they wanted it to join with the main trunk line of New South Wales. He had been very much ashamed at hearing Ministers talking about tapping the neighboring colony. That was not the sort of rivalry he liked—to try and take their trade away. If we were to have the federation which the Minister for Lands had written about, and talked about so much, and respecting which he believed he constituted himself an envoy from Queensland to Victoria, talking down there of what “we” would do, as if he had gone with any authority whatever from Queensland—a railway that would form the main trunk line in New South Wales, would do more for federation than all the articles and speeches of the Minister for Lands for the past 20 years. But that was not the idea of the Government. Their idea was a perfect system of log-rolling. To the member for Carnarvon, they said, “Help us to get a line to Gympie, and you shall have one to Stanthorpe.” To the member for Mulgrave, they said, “Give us a line to darling Gympie, and you shall have one going towards Mount Perry.” The Premier tried it on, too, with the member for Kennedy; but that gentleman came from a great deal too far North, and cut his eye-teeth much too soon for such a policy. He thought nothing ought to tend more to show the honorable member for the Kennedy that he was right in his conjectures about the insincerity of the Government in regard to the Townsville and Charters Towers line than the statement which had been made by the honorable Minister for Works that evening—that they had only plans and sections for ten and a-half miles of that railway; and he did not believe they intended to take it even that distance. If the resolutions were carried in a lump, they might have the Maryborough and Gympie line, but the others would be dropped. It would be much more statesmanlike—much more in accordance with the spirit of the day, if the

Ministry would allow each resolution to be put, and stand or fall by them. By lumping them, they were not dealing fairly with the interests of the colony; but, as he had said at the commencement of his remarks that evening, so long as the Minister for Lands could carry out the policy of the Government, it mattered little to him what became of the country. Rather than vote for those railways *in globo*—if he was not to be allowed to vote against one or two of them—he should vote against the lot, and he hoped other honorable members would do the same. He would rather sacrifice the extension of the Northern line to Emerald Downs, than vote for such a wicked proposition as that made by the Government.

Mr. IVORY said he was very much surprised that, after the able speech of the honorable member for Port Curtis, no member of the Government had risen to explain the very important matters which had been brought to light by that honorable member. He thought the House was entitled to some explanation of the letters of Mr. Henderson and the action taken in reference to them by the Government. He also considered that the various proposed lines should be discussed *seriatim*. He most unmistakeably thought the proposition of the Government was a most decided attempt on their part to gag not only their own supporters but also every honorable member of that House. The policy which had been enunciated by the honorable Minister for Lands struck him as the most extraordinary one he had ever heard. That honorable member said there were many lines which he was convinced the majority of the representatives of the country would not support; but by lumping the resolutions, which was nothing more than a dodge, he was trying to coerce those representatives to vote for lines which he himself admitted the country would not approve of. He thought that was a most improper and extraordinary remark to emanate from a Minister of the Crown. If those lines were to be constructed, and the House thought they should be, by all means let them be constructed; but if the honorable the Minister for Lands thought that the majority of the representatives of the country could not vote for the majority of those lines, then the course adopted by him was taking a most unfair advantage of their position in the House, and that was why he (Mr. Ivory) insisted upon having the question divided. Upon their merits those lines should be judged. The House had nothing to do with the great scheme enunciated by the Minister for Works, but they had to do with those individual lines, and if a majority objected to one of them, that one line should not be constructed. But for the honorable Minister for Lands to get up and admit that there were some lines which he thought he could not carry, because the country was opposed to them, and the representatives of the people objected to them, and then to foist those lines on the House,

was, to say the least, unstatesmanlike. He was aware of what the honorable member thought—that he was the representative of Maryborough, and that upon his carrying the railway from that place to Gympie depended his position in future as its representative; but he contended that the honorable gentleman was making use not only of his own position, but of that of other honorable members also, when he tried to carry a line which he (Mr. Ivory) was certain, if put by itself, would not carry the vote of one member with it. A more stupid line he certainly never heard of; it would go to Gympie, but further it could not be extended—it would not even go to the coast. It was not wanted, even, by the inhabitants of Gympie, for it was well known that the people there thought that a small line to Noosa would suit their wants a great deal better than a line to Maryborough. They had been told that that line was to tap the Burnett district, and as the scheme was first put forward, it was proposed by the Government to construct it out of lands reserved in the Burnett district, and none in the Maryborough district; but it would not benefit the Burnett one bit. If the Government had been desirous of benefiting that district, they would have carried a trunk line from Maryborough to Gayndah. What did a gold-field twenty-six miles from Noosa want with a railway to Maryborough? On the other hand, there were antimony and other valuable mines at Rawbelle, and plenty of splendid agricultural land up Karamba Creek, which would be benefited by a line from Maryborough to Gayndah, but which would not receive the least benefit from the other line. He believed with the honorable member for Stanley, that a far more feasible line would be from the Upper Brisbane, or from Walloon to Nanango. Such a line as that would tap some of the best lands in the Burnett. Ministers must be aware that at the present moment all the trade of that district went to Jondaryan by drays, and that the mail road ran from Jondaryan to Nanango. Certainly, one of those two branches he had mentioned would be far more beneficial than the projected line to Gympie, and would lead into finer and richer country than that line would lead into. That line to Gympie from Maryborough was a farce; it would have next to no traffic, and it would not lead to any settlement on the land, for whatever settlement there could be, had taken place already. He did not see what business the colony had to construct such a line, more especially when the people of Maryborough themselves did not care one farthing for it. All they cared about was having some money spent in their district, and if that money was spent in some other way, on some other public works, that was all they wanted. He was told that the money expended on that line would represent an expenditure of £200 per head on the people of the district. That was a large

sum to spend upon a railway which led to nowhere, and which ended in a *cul de sac*, unless it was proposed to extend it from Maryborough along the coast to Brisbane; and they might have imagined that something of the sort was contemplated when the honorable member for East Moreton moved for a survey of a line to Caboolture. He considered, as he had already remarked, that the line to Gympie was an absurdity. As to the extension of the line from Warwick to Stanthorpe, he might say that he was not so much opposed to it, and that was another reason why he contended that the resolutions should not be put *in globo*. He should vote, and that heartily, for several of the proposed lines, but to the Maryborough and Gympie line he should give a most determined opposition. But by the way in which the resolution was brought forward, it mattered little which way he voted; he could not please everybody. If he voted for the whole affair, he should be voting against his conscience; and if he voted against it, he should be opposing lines which he supported as heartily as he opposed others. It was most improper that honorable members should be placed in such a dilemma. It was all very well for the Government supporters, who seemed to follow the Government in everything they did; but the Opposition could not do that. If the supporters of the Government were prepared to eat all the dirt the Government offered them, he was sorry for them; but he gave them more credit for independence than to vote for lines which they did not approve of, and which should be allowed to stand or fall on their merits.

Mr. W. GRAHAM said that, speaking on the amendment before the House, he should like to repeat what was said at the commencement of the session over and over again, that the Ministry had no railway policy, in spite of all their protestations. He believed what policy they had, had been forced upon them by members on his side of the House. A certain amount of acuteness—or, rather, he should say astuteness—had been shown in the preparation of the proposed lines, as it was known by the Ministers that certain of those lines were necessary, and would meet with the approval of the country and of that House. At least two, and probably a third, might do so; but speaking personally from the way in which the question had been put, he felt utterly unable to express an opinion. He was in favor of some and not in favor of others, and he therefore agreed with the honorable member for Port Curtis, that rather than see some of the schemes carried through, he should vote against all, looking at the state of the country at the present time. He did not suppose that the Government imagined for one moment that the House would allow the resolution to pass *in globo* without attempting to do justice to the country, and bringing—possibly in an irregular way—amendments on the various

propositions contained in the resolution. They would then, perhaps, be told that they were offering a factious opposition.

Mr. MACROSSAN said he had been waiting patiently to see if any member of the Government or on the Government side of the House would get up and show any reason why the motion should be taken *in globo*. The only reason he heard adduced was by the honorable Minister for Lands, and he must say that he thought it would have been better on the part of that gentleman to have held his tongue. What that honorable member said, would certainly justify a Minister to do anything to get a majority; he said that if the resolutions were put *in globo*, the Government could carry them out; but that if put in detail, the Government would not be able to carry them all. It said very little indeed for the honorable members who sat behind the Government if they would vote for any line of railway for the sake of getting the one they wanted, and thus entail an enormous expenditure on the country; it showed a want of political morality on their part. He believed that he was as much interested in the motion as any honorable member on either side, and it was to his interest that the motion should be put *in globo*. It was to his interest on account of his constituents that a railway should be made from Townsville to Charters Towers, but he did not think he should be at all justified in supporting the Government in carrying their motion *in globo* on that account; and so strong were his opinions on the subject, that if it came to division, he should walk out of the House. He would not take the responsibility of being one to assist in forcing others to support certain railways against their will. He thought in discussing the question before them, it should be the part of honorable members on the Government side of the House to consider that they were not always going to be on the Government side, and the Government should remember that they might have successors, and that the example they were setting that evening might be followed by some other Ministers perhaps more unscrupulous than they were.

AN HONORABLE MEMBER: No, no; that is impossible.

Mr. MACROSSAN said that one false step led to another, and he was sorry to say that he thought they were going into a political demoralization that no person could contemplate without dread. He was not going to discuss the merits of the particular lines, but he must say, that throughout the present session, he had doubted very much the sincerity of the Government in respect to the Charters Towers Railway, and he had had reasons that night to have his convictions on that point confirmed. He must say that he was thankful to the honorable member for Port Curtis for having read the Henderson correspondence, for he found that, in the whole of that correspondence, not a single word was said in reference to the Townsville and

Charters Towers line—not one single word—that line was not mentioned in any conversation or letter between the Ministry and Mr. Henderson. He thought, after that, that honorable members had good reason to doubt the sincerity of the Government in regard to the making of that line, but he had double reason, because he had doubted their sincerity all along. He should say no more on that subject, but he would ask the attention of the House to one thing, and that was, to a certain portion of the correspondence about the Maryborough and Gympie Railway which had been laid upon the table. He alluded to the report of Mr. J. Thorneloe Smith. He would impress upon those honorable members who had read that report the same as he had done, and had overlooked certain facts to which the honorable member for Maranoa drew attention that evening, one portion of it in which Mr. Smith indicated a certain route of railway between Maryborough and Gympie which in his estimation would probably save not less than £70,000, and in defiance of which he was ordered to survey another route, a longer one. That was a fact, and he wished honorable members to pay particular attention to it; they would find it on page 18 of the paper laid on the table of the House entitled “Different Routes for the Maryborough and Gympie Railway,” and he might say that he believed that correspondence would not have been produced had not the honorable member for Maranoa moved for it. He believed himself that there were very few honorable members on either side of that House who did not believe in the construction of those railways more or less; but every honorable member should be satisfied in his own mind that he had obtained all the information requisite respecting them, and should also be satisfied in his own mind that the route indicated by the engineer as being the best should be the route adopted. They all knew what had been the consequence of the mistake made on the Brisbane and Ipswich line; they knew how many thousands of pounds that line had cost which it should never have cost, and, therefore, he thought that when they were going into a large system of railways they should take particular care not to repeat the blunder. He would read what Mr. Thorneloe Smith said on the 16th September of the present year:—

“In the first instance, before I occupied this office, a trial survey had been made, commencing on the Reserve near the Hospital, crossing the river Mary on the continuation of Lennox-street to the south side of that river, and thence through Owanyilla to Tiaro. The section by this route is of an average character, involving occasionally an extreme gradient of one in fifty. This line has a characteristic worthy of note in regard to its capability for economical construction, its course being between the Mary River on the right and Tinana Creek on the left, it traverses what may be termed an attenuated spur of the Mount Bobble Range, which has a general bear-

ing favorable to its direction to Gympie, the two streams having a course almost parallel to each other for some miles, and being only a few miles apart; no considerable creeks intervene, consequently the amount of bridge-work is really very light, there being no bridge of any magnitude the whole distance to Tiaro, except the bridge over the Mary River at Lennox street. I had the honor in a previous report on this subject to refer to the bridge lately constructed for the Roads Department over the Mary, and to suggest the advisability of reconsidering the route which this line should take, with the view of presenting to you the advantages to economical construction which would arise should the terminus for the present be so arranged that this bridge could be utilised either for an approach to the station from the town, or as a means for conveying the traffic into the town and wharves. The strengthening of the bridge could be accomplished without much difficulty, I apprehend, and a substantial saving of nearly seven miles of line through an expensive suburb accomplished, costing less by probably £70,000 than the route *via* 'Antigua,' or 'Bailey's' Crossing."

There was no mistaking those words. Mr. Smith went on to say:—

"My instructions, however, having been to prepare the accompanying plans by way of Yengarie, so as to cross the river at the most convenient point beyond that station, in order to make the line available for the traffic which that district may be expected to supply, I need not refer to the direct route any further."

He did not wish it to be supposed that he was raising any opposition to the construction of the Maryborough and Gympie Railway, but he wished, when making that line, that they should avoid the mistakes which had been made in constructing other lines in the colony; and he contended that, if that recommendation of the engineer was overlooked, they would be the delinquents in not taking the advice of that gentleman as to the cheapest and most direct route. As to the Townsville and Charters Towers line, when that came up for discussion, he should have enough to say on the subject to convince honorable members on both sides—whether the motion was taken *in globo* or *seriatim*, that that line would be a trunk line, and would pay as well as any line in the colony. He did not say that because he represented the district, but speaking from data which had been forwarded to him, and upon which he could rely. He hoped that the Government would reconsider the matter, and surely they must have confidence enough in their supporters to know that if they had made up their minds to have all the lines now proposed, it mattered little whether they were put separately or *in globo*. It was not likely that any man would vote for six lines of railway unless he approved of all of them. He could not allow this to pass without entering his protest against a system which brought party tactics to such a condition as to make honorable members violate their con-

sciences to vote for or against any particular railway.

The ATTORNEY-GENERAL said he failed to see what the correspondence which the honorable member for Port Curtis had read, between Mr. Henderson and the Government, had to do with the question now before the House, or with the amendment—particularly with the amendment. He failed entirely to see what the price at which Mr. Henderson was willing to construct these railways had to do with the question whether the motion before the House should be taken *in globo*, or with the desirability of constructing any of those lines, except so far as it went to show the desirableness of constructing them, because, so far as it could be relied on, they could be constructed at much less cost than was generally understood. With regard to the statement that there was nothing in the correspondence about the Charters Towers line, the honorable member for Kennedy knew perfectly well, that when Mr. Henderson came here, the plans of that line were not in a sufficiently forward state to enable him to form any estimate of the probable cost of it. That seemed to him (the Attorney-General) to be a sufficient reason why Mr. Henderson was not asked to send in an estimate. With regard to the point made by the honorable member for Port Curtis, that in the correspondence there was reference to the plans not being complete, and to further detailed plans being required, every member who had been in the House when they were asked to approve of the plans, sections, and books of reference of any railway, knew perfectly well that the plans, sections, and books of reference laid on the table, were not the ones on which tenders were called. When the plans were laid on the table by the honorable member for Warrego, for the authorising of the Brisbane and Ipswich line, it was stated it would cost only £192,000. They all knew that.

MR. WALSH: It is not true.

The ATTORNEY-GENERAL said he thought a reference to "Hansard" and the plans would show it was true.

MR. WALSH: I say it is not true; and if the honorable member refers to "Hansard," he will see it is not true.

The ATTORNEY-GENERAL said he challenged reference to "Hansard" and the plans.

HONORABLE MEMBERS of the Opposition: Prove it.

The ATTORNEY-GENERAL said that point was therefore perfectly immaterial. The fact was as he had stated—that the parliamentary plans were not the detailed plans upon which tenders were called; they never had been, and he supposed they never would be. Another matter referred to as a particular point was, that according to Mr. Henderson's statement, he offered to construct those lines for £145,000 less than the Government Engineer had estimated they would cost, but he

thought it would be just as well to hear both sides of the question before expressing any opinion. The Government engineers had informed the Government that so far from Mr. Henderson's offer being less than their estimate, it was largely in excess, and before they could institute a comparison between an offer such as Mr. Henderson's, which had never been communicated to the House, one would expect to know what it was they offered to do, and what the engineers estimated that would cost. The fact was, that when they compared the offer of Mr. Henderson with the cost of the same thing as estimated by the Government engineers, his offer was largely in excess of the cost as estimated by them. He also wished to say a few words with reference to the remarks of the honorable member for Kennedy about the Maryborough and Gympie Railway. If the line from Maryborough to Gympie was merely one to carry passengers between those two places, of course the shortest line would be the best; but if the line was to be for the benefit of the district through which it passed, and to get as much traffic as possible and open up as much land as possible for settlement, it did not follow that the shortest line was necessarily the best. If the honorable member took that into consideration, he would see that there was nothing after all in his objection; and he thought everybody agreed that the line as now surveyed would open up a great deal more country, and be much more beneficial to the district and to the country at large than any other.

Mr. WALSH: Where is the country?

The ATTORNEY-GENERAL said perhaps the honorable member knew and perhaps he did not. The line as surveyed was supposed to go through the settled land on the north bank of the Mary River.

Mr. WALSH: Where is the country?

The ATTORNEY-GENERAL said it was in the parish of Ferguson, if the honorable member wanted to know. The line the honorable member for Kennedy referred to was barren country where there was no settlement, and was never likely to be; and he thought that was a sufficient answer to the point raised by the honorable member. He did not rise to prolong the discussion, which had already occupied some time; and the points raised by the honorable members for Kennedy and Port Curtis required only a statement of facts to show that they were not sound.

Mr. BUZACOTT said he should like to say a few words with reference to what had fallen from the honorable the Attorney-General. The honorable gentleman said he failed to see what the correspondence between Mr. Henderson and the Government had to do with the question before the House; and, perhaps, it had nothing to do with it directly, but he (Mr. Buzacott) thought it had a good deal to do with it indirectly. It must be evident to every member of the House that in bringing Mr. Henderson up from Adelaide,

and inducing him to bring an engineer from New Zealand to make a personal examination of the proposed railways, the Government had certainly humbugged him and the firm with which he was connected; and when they had such indisputable evidence of that, it was a very fair conclusion that, in laying these plans before the House, they intended to humbug the House also. It appeared to him that, from the beginning to end, the railway scheme of the Government was nothing but humbug. They came to the House in July last, and said they would not go in for any railway extensions, and in August—

The ATTORNEY-GENERAL: We did not.

The PREMIER: It is not true.

Mr. BUZACOTT said it was true,—and in August they brought this scheme forward.

Mr. WALSH moved that the honorable the Premier's words be taken down. The words were that the statement of the honorable member for Rockhampton was not true. However, he did not wish to prolong the debate, and as he knew nobody paid any attention to what the honorable the Premier said, he would not press the motion.

Mr. BUZACOTT said the honorable the Premier stated that what he said was not true, but he thought every honorable member must have a perfect recollection of what that honorable gentleman had said, and what other members of the Government had said on that subject. They stated, at any rate, to their constituents—whether it was stated directly in the House, he did not recollect—that they did not intend at present to go in for any scheme of railway construction, so that his words were substantially correct, and he did not believe any honorable member would doubt them. The honorable the Attorney-General also said that the offer of Mr. Henderson was largely in excess of the estimate of the Government Engineer; but he (Mr. Buzacott) would much rather accept Mr. Henderson's statement in his correspondence with the honorable the Minister for Works, than that of an unprofessional man like the honorable the Attorney-General. He thought if the Government had wished to attempt to controvert the correspondence which had been read to the House that evening, they should have done so in some more formal way than they had done; and they should have got the honorable the Minister for Works to stand up and state the information he received from his own officers. The statement of the honorable the Premier in his Ministerial explanation on the 11th of July, was:—

"He might say further, that if they were allowed to carry through this session, the Government proposed to meet the House very early next year—in January or February—at any rate at a very early date, and probably they would then be in a position, as he hoped they should, to go in for a system of cheap railways in the farming districts of the colony."

He was certain, as he said before, that the honorable gentleman informed his constituents that at the present time the Government did not intend to go in for further extension of railways, and it was well known to every member of the House. With regard to the remarks of the honorable the Attorney-General about the shortest line from Maryborough to Gympie not being the best, he thought it was a matter for very serious consideration, adding no less than seven miles to the length of that line, and adding, as the engineer himself acknowledged, £70,000 to the cost of its construction. He should like to know how the Government could fairly ask the House to provide £70,000 extra for the railway in the Maryborough district?—to take it round to some honorable member's selection, he supposed. That appeared to him to be the only reason for proposing to take the longer route, and to add so much to the cost of this line. He hoped the Government would consent to have the motion separated. If they refused, honorable members on that side of the House would take good care that these different railways should be submitted to the House separately, and that every honorable member would be required to give his vote upon each one individually. He did not mean to say at present how he should vote, but he should be prepared to give an independent vote upon each of them, and he should not do, as another honorable member said, walk out when the sense of the House was taken upon them. He should certainly not abstain from voting at any time when he considered the measure submitted was not such as would promote the well-being of the community.

Mr. WALSH said he wished to ask the Government—

The SPEAKER: The honorable member has spoken on this question.

Mr. WALSH said he merely wished to ask the Government if they did not see the necessity for separating the motion, and putting each part *seriatim*?

The question on Mr. Thompson's motion was then put and negatived on the following division:—

AYES, 12.

Messrs. Palmer, McIlwraith, Walsh, J. Scott, Thompson, Buzacott, Stevenson, De Satgé, O'Sullivan, Ivory, Amlhurst, and Graham.

NOES, 22.

Messrs. Douglas, Griffith, Dickson, Stewart, Frazer, Bailey, Tyrel, Groom, Low, Beattie, Lord, J. Thorn, Murphy, Foote, Edmondstone, Pechey, McLean, Morgan, Kingsford, G. Thorn, W. Scott, and Fryar.

Mr. IVORY said the Government had gained a victory, but he thought they had lost standing by so doing, and that this was a most arbitrary mode of proceeding. As he had already stated his views on the question, he would not take up the time of the House, but

simply move, as an amendment, that the second clause of the motion, namely:—

“That this House approves of the plans, sections, and book of reference of the railway from Maryborough to Gympie, laid upon the table of this House,” be omitted.

Mr. WALSH asked if the honorable member would be allowed to speak again on this motion?

The SPEAKER: He may speak on every subsequent amendment, but not on the main question.

Mr. WALSH said, speaking to a point of order, that showed the great inconvenience of the course adopted. Here was a member who had not addressed himself at all to the main question, and when he thought it his duty to move an amendment, the honorable the Speaker ruled that he could not speak on the main question. This was the result of the way in which the motion had been introduced by the Government, and it was a system of parliamentary proceeding and tyranny he had never seen before.

The SPEAKER: In reference to what the honorable member for Warrego has said, I may state that it is in accordance with parliamentary practice that no member should speak more than once on the main question, and on every amendment. The honorable member has spoken to the main question.

Mr. IVORY withdrew his amendment for the present.

Mr. WALSH: You have not put the question?

The SPEAKER: Not yet.

Mr. IVORY asked if any other member moved the amendment that he had just withdrawn, could he speak to that amendment?

The SPEAKER: Decidedly.

Mr. McILWRAITH contended that the honorable member for Burnett ought not to be considered to have spoken to the main question; he had simply moved an amendment, without speaking to the main question. He (Mr. McIlwraith) had a previous amendment to move, that the first clause of the motion be omitted, and he would be barred from doing so if the honorable member's amendment was not withdrawn. However, the honorable member had withdrawn his amendment, and he wished to propose the one he had mentioned.

The SECRETARY FOR PUBLIC LANDS: Has the amendment been withdrawn by consent?

Mr. McILWRAITH said the amendment had not been put, and he did not care whether it had been withdrawn by consent or not.

The SECRETARY FOR PUBLIC LANDS rose to a point of order.

Mr. McILWRAITH: I am in possession of the chair.

HONORABLE MEMBERS of the Opposition: Chair, chair.

The SECRETARY FOR PUBLIC LANDS said he rose to a point of order, and the point of

order was this: That the honorable member for Burnett having made a speech, and concluded with an amendment, it could not be withdrawn except by consent of the House.

The SPEAKER: I consider it has been withdrawn.

Mr. WALSH: Then you rule that the Minister for Lands is wrong.

Mr. McILWRAITH said he was sorry to see the Minister for Lands taking the captious objections he had been taking. If he wished to see a fair discussion of the proposal of the Government, he ought to give members every possible facility. The amendment he wished to move was, that clause 1 be omitted from the resolution. In doing so, he supposed he should be considered to have spoken to the main question, and must therefore refer now to the Premier's speech. He was perfectly satisfied that a motion of this sort was never brought before the House in the way in which the Premier had brought it. The honorable gentleman gave the House no information whatever about the railways, except the simple lengths, routes, and estimated cost of the various lines; but in the course of the rambling statement he made, he had given them no information as to who made the estimates, or the reasons why lines in any of the particular districts should be made; the whole question was treated as if it had been made the subject of previous debate in the House, which it never was. The honorable gentleman justified himself for bringing forward these resolutions *in globo*, by a reference to New Zealand, stating that in that colony a most successful premier, namely, Sir Julius Vogel, had, in bringing forward his railway policy, proposed his various lines *in globo*; telling the House, in distinct terms, that it was a policy to be received or rejected as a whole. The New Zealand policy was a very sound one, but there was nothing analogous to it in the present circumstances of Queensland. In the first place, Mr. Vogel took a very different course from that taken by the Premier. His Commissioner of Railways not only delivered a most lucid speech upon the railway policy of the country, dwelling upon the particular merits of each individual line, and showing also the connection one line had with another, and that the whole thing was a perfect scheme, the omission of one link of which would destroy the whole; but the plan was fully explained in a parliamentary paper that was a credit to the colony. Thus the fullest possible information was placed before the colony long before it was brought forward for legislation. It was a clear and definite policy which he admired; a policy which any Minister could place before any House. The present case was altogether different; it was impossible to urge that by taking away one link the whole chain was destroyed, for there was not one line in the scheme proposed by the Minister for Works that had the slightest connection with another. One, two, or three lines might be made, but

they had nothing to do with the rest. The only difference there was between these lines was that they were in different districts of the colony, and were made to suit particular members who had supported the Ministry. He defied any one to show that there was any more practical connection than that. When a formal objection was taken to the Government at the beginning of the session, and, amongst other things, they were accused of having no railway scheme, the most lucid part of the Premier's speech was delivered when he sat down and shouted "Vogelism." Now, the Premier tried to justify his policy by a reference to Vogelism. If his policy had the slightest resemblance to Vogelism, he (Mr. McIlwraith) should be perfectly satisfied; but what he did was, to imitate all the faults of Vogelism, and not one of its merits. The portion of the New Zealand policy which the Premier ought to have imitated was the thoroughly sound information put before the legislature of the colony and the Ministry before the policy came on for discussion. For months previously it was shown to the country that the scheme could only be worked as a whole, and that the Ministry must either give up the policy altogether, or take everything. How did the matter stand in Queensland? With regard to the Warwick and Stanthorpe line, what amount of information had they got? He had been looking the matter up, and found that the Government had made no effort to put any information before the House this year. The latest information was the survey made for temporary purposes two years ago, and a report of Mr. Smith, the engineer. The Premier had told them during the evening that the land had been surveyed since, but he did not say by whom; also that a revised estimate had been made, but by whom he did not say. He gave them the different costs per mile, and the different mileages, and showed that they had succeeded in reducing the line by four miles in its whole length. He told them that he knew perfectly well he could reduce the total cost of the line, but did not say how. He said he would show a great reduction by improving or lessening the gradients of one in fifty, which he mentioned as the steepest gradient on the line. If he knew anything about the matter, he must know that the cost would be thereby increased. But there had not been a word about that rather important particular; and he might also have given the House some particulars as to how he proposed to effect the improvements he had suggested. Was it not a fact that since the information had been sent in the line from Warwick to Stanthorpe had been altered altogether, and taken out of the hands of the engineer who had managed it? Was it not a fact that that policy had been completely changed by his successor? Was it not that the Premier referred when he intimated—when he said the gradients and curves might probably be improved by the

permanent survey? Upon these matters the House had no information; but to show that the Stanthorpe line at the present moment was in a transition state, and that the engineers could not say what it would cost, he had only to refer to this change of policy, which would affect both the mileage and the cost. Yet, although the House was asked to approve the plans and sections of these half-dozen lines, they knew nothing about those serious considerations, except as they might form their own conclusions from their own experience or knowledge, and interpret the Premier's indication that he intended to make alterations whenever he had the chance. The character of the information put before the House could not be better illustrated than by the reference made by the honorable member for Kennedy, in alluding to what he (Mr. McIlwraith) brought forward at an earlier portion of the evening. He did it very cursorily, thinking he might go further into it when speaking on the main question, as he would now do. On looking at the maps upon the table, he saw that the information given there was quite as meagre as the information given with regard to the Stanthorpe line. That was to say, it was nothing whatever so far as the Government was concerned. Had it not been for the motion he himself made for correspondence between the different engineers and the Government, they would have had no information whatever with regard to the probable expenditure or routes of the lines. The only information there was was in these papers. The honorable the Speaker knew perfectly well that there was a distinct change in the route at first contemplated for the Maryborough and Gympie line, and that the arguments in support of it had very little reference to the local traffic. The local traffic connected with Maryborough was entirely carried on by the Mary River, and carried on sufficiently. There was no district in the colony so well placed for cheap and good carriage as the Maryborough district contiguous to the Mary River. It was, therefore, held that a line from Maryborough to Gympie should not have for one of its objects the running alongside the river to serve the farmers, who were admirably served by water; but it was determined to have a line to Gympie somehow, and a route was surveyed. But when the honorable the Speaker came into office as Minister for Works, the route was completely changed. There was, he supposed, no record in writing, but there was a passage in the correspondence to show that the engineer was directed to keep the line on the west side of the river. Anyone looking at the map would see that strong reasons should be given why the Government should go to a considerable expense in adopting such a route. It could be seen at a glance that it was not the proper route for a line from Gympie to Maryborough. Gympie lay south of Maryborough, and this line started

north of east—more than a right angle of difference between the terminus to be reached and the first five or six miles of the line. This involved, according to the engineer, an additional length of five and a-half miles, and according to his estimate, an expense of £10,000. It was not his business to, or at all events, he did not take into consideration that the cheapest way of making the railway was to make the station on the other side of the Mary River altogether. The House had voted £30,000 to construct a line connecting one bank of the Mary River with another. The honorable the Speaker was the principal agitator for a Maryborough and Gympie line, and knew, or professed to believe, that such a railway must be made at no distant time; but it was never intended by the House that any other steps should be immediately taken in the matter, so long as it was understood that a railway was to be made. £30,000 would have made a railway practically sufficient for the traffic. But £30,000 had been spent already, and, granting that the bridge was fit to carry a railway, which had not been proved, what was the duty of the House? Not to approve these plans and sections, and make another bridge, but to put a station on the other side of the river. It would be a case precisely similar to that which had brought calamities to the city of Brisbane, by bringing down the railway on the wrong side of the river. It was just the same principle, only it would involve the country in a good deal more expense. Mr. Smith, the engineer, had estimated that the cost would be £70,000, in addition to carrying the line round the bends of the Mary River; but he had not taken into consideration the very large amount of additional cost that would be entailed by the purchase of land. The line would go through all the valuable estates on the river, and he had no doubt it would cost more than four times what the engineer estimated, namely, £14,000. Mr. Smith had not taken this cost of land into consideration, but if it was added to the £70,000, the House would be passing plans and sections for a line that would cost £125,000 more than it need cost. He did not believe, and hoped indeed, honorable members on the other side would not be prepared to justify that course of action; if they did, in the course of another year, when the whole facts came before the country, they would see that were they not biassed by political interests they would never have made such a gross blunder. Look at what had been done in the North. It was the policy of the present, and it was the policy of the late Government, to extend the line out west; they ran a line through miserably bad country and scrub, whereas, by deviating the line, not more than was proposed at Maryborough, they might have gone through good country. But, no. They said, "our object is to have a main line to go out straight west, and we will serve the country by means of

feeders ; the main line must take the best of the country for the purpose of constructing." But they adopted a perfectly different reason with regard to the Maryborough and Gympie line. They had a capital line between the Mary River and Terrace Creek, involving a saving to the country of £125,000, but they would not take it. Why? Because the greatest amount of interest carried it the other way ; that was where the voters lived who would return the next member for Wide Bay, and that was what it was that was to cost the country an additional £125,000, and not the opinion of any engineer in the employ of the Government. To any man who understood the Wide Bay district, it was a gross scandal to make a railway along a river like the Mary River, which for twenty-five miles was one of the finest of streams, and peculiarly adapted to the traffic upon it, and upon which all the farmers were carrying their produce successfully. They at any rate did not feel that they required a railway ; they only wanted a railway to go through their lands that they might get compensation. No doubt for this reason they would much rather have the line along that route ; but honorable members, as representatives of the country, had to stare in the face the fact that there was £125,000 involved in this one deviation, a deviation he believed with which one-half of the members of the House were not acquainted. It was only a fortnight since the attention of the Government was drawn to the fact that the railway plans and sections were put on the table in such an extraordinary way that it was quite impossible for any but a professional man to arrive at any clear and concise idea where the different lines were to be placed—which were the deviation lines, which the main lines, and which the alternative lines. He studied them for a couple of hours, but could make nothing of them. There was distinctly wanting a plan showing the lines and deviations, a plan which might be hung up in the House for the perusal of members who chose to look at it, to see what the country would have to pay, and compare the direct lines with the deviations. If they had had this opportunity, he did not believe there was a member of the House who would vote for the plans and sections now lying on the table. But irrespective altogether of the faults to be found with the plans and sections now before the House, let honorable members consider another question. Were they in a position, at the present time, to make the Maryborough and Gympie line at all? He should like to have the opinion of the country upon this. They had waited patiently for all the information they could get about it, but he did not believe there was a single newspaper outside of Gympie and Maryborough that had said a word in favor of the line. The newspapers had sent their special correspondents to find out all the points of interest on that line and everything that would tend to

make it productive, and the result had been that it was condemned universally by the Press of the colony, and the pamphlet, "Why we claim our Railway," had been met and answered in every newspaper in the colony that took it up. With regard to the Bundaberg and Mount Perry line, that also should have been taken up in a totally different way. It was a line that should have been made to coincide with the reserve as laid down by the Government, for it was peculiarly a line that belonged to the Wide Bay and Burnett District. Any man who knew the country, knew it was by means of Bundaberg that the inland district of the Burnett ought to be tapped, and not by means of a line that went towards Gympie. It might suit Gympie, and Gympie only, but the District of the Burnett was reached alone by a line from Bundaberg to Mount Perry. He did not believe there were six members on one and the other side of the House, believing for a moment that the Government had the slightest intention of making two lines of railway in the Wide Bay and Burnett District; they knew that the colony was at the present time perfectly incapable of carrying out six or seven different lines of railway. The Government brought this motion forward, and wanted to have the option amongst themselves of making what line they chose. He was satisfied they would not make the Bundaberg and Mount Perry line, although that was a line they ought especially to make if they made any line at all, to suit the district that would have the money to pay, and in which land would be sold. That was the line that upon these principles ought to be made, and not the Maryborough and Gympie line. He had made special reference to the Maryborough and Gympie line simply because it illustrated the main defect of the whole of the Government scheme, namely, the absence of information. If they came to any conclusion at all, it would be a forced one ; and he was certain, from communication he had from the other side of the House, that there was no party on that side who believed in the whole of the scheme. The Minister for Lands had admitted it would be impossible to carry the resolutions unless they were put *in globo*, thus making the members vote for the approval of each of the six different lines. The Opposition, however, might move for the rejection of each resolution in succession, so that the opinions of members might be recorded. This would result in a little longer time being occupied in the discussion, but this was the fault of the Ministry, who ought to have avoided the difficulty in which the House was placed. There would be plenty of opportunities, therefore, of referring to the different lines as they were brought forward, and perhaps the Government would vouchsafe some information as to their merits. He still adhered to his former opinion, that instead of the present motion for the approval of plans and sections, the House ought to have

been asked to consider a resolution upon which they could have had a discussion upon the particular merits of each line. He had shown by his reference to the Maryborough and Gympie line, what kind of a scheme they were asked to approve; the responsibility, therefore, rested with the Government, not only of carrying this rotten scheme of a line from Maryborough to Gympie at a cost of £125,000 more than was required, but of establishing other lines, that for ought the House at present knew, might be equally objectionable. He now moved the omission of the 1st clause of the resolution, namely:—

“That this House approves of the plans, sections, and book of reference of the extension of the railway from Warwick to Stanthorpe and the Border, laid upon the table of this House.”

MR. DE SATGE (after a somewhat prolonged pause) said very little interest appeared to be taken on the subject by honorable members who were in the habit of voting as they were told; by them there was no interest whatever taken in the debate. It would be something if even the honorable member for Carnarvon would get up at the last moment and give the House some plain facts which the Premier of the colony could not state. In the present by no means flourishing condition of the colony, no honorable member was justified in voting a single pound of the public money, if he did not understand for what it was to be used. The first duty of a legislator was to guard the public estate and public purse. That man forfeited his right to represent any constituency who voted a farthing of money in the House, without knowing whether it was to be employed for reproductive work, and for the good of the colony generally. This was why he should vote with the member for Maranoa, unless that honorable member, or the Premier, whose duty it was, could explain that the railway to Stanthorpe was really a reproductive work.

MR. DE POIX TYREL said, in regard to the amendment of the honorable member for Maranoa, that he had thought it hardly necessary to reply to the remarks of that honorable member, who devoted about two minutes to the Warwick and Stanthorpe line, and all the rest of his speech to the Maryborough and Gympie Railway. He had already addressed the House twice on the subject of the Stanthorpe line, and had adduced statistics to show the probable traffic there would be upon it. It would be hardly fair to expect him to repeat all he had said, nor did he think it was necessary for him to occupy the time of the House in doing so.

MR. STEVENSON said he thought that if the honorable member for Carnarvon had devoted some of his time to coaching up the Premier in some of his facts, as well as the Premier had coached up his team, he would have done some good. He did not hesitate to say that the Premier had his team better coached up

than any that had appeared at the Melbourne cup race on the day before. He thought no honorable member was justified in voting for the resolutions in the face of the very little information they had received respecting them. He should, in order to show the ignorance of the Premier, or to show that he had gone in for packing returns, refer to some papers he had called for some time ago. He found, from a communication from Mr. Ballard to the Commissioner for Railways, dated 11th August, 1874, that that gentleman said:—

“Upon reference to this map, you will see that, in point of actual distance, the plan now proposed by me has a little the advantage over the other, thus:—Referring to the lines marked — — — you have—

Blackwater to Clermont ...	101 miles
Ditto Springsure ...	68 „

Total ... 169 „

On the other hand, you have, referring to the line marked thus — — —

Blackwater Creek to Nogoa ...	57 miles
Nogoa to Springsure ...	37 „
Nogoa to Clermont ...	72 „

Total ... 166 „

Now, on referring to the map, he found that the distance from Blackwater Creek to Nogoa, instead of being 57 miles, was marked in plain figures 75 miles; but the argument in the letter was based on the assumption that it was only 57 miles, and on the face of such a difference as that, the Premier went down to that House and asked them to vote a large sum of money. It was something like a statement the honorable gentleman made in reference to Messrs. Brogden and Son's tenders, that the Government had not sufficient information before them at the present time to entertain them; but the honorable member, it appeared, had sufficient information to ask the House to vote large sums of money for the construction of six railways. He did not know whether the honorable gentleman would like to see the map he was referring to.

THE PREMIER: I have seen it.

MR. STEVENSON said he presumed the honorable member had given instructions to have it cooked. He knew that they had had great difficulty in getting the returns—in fact they could not get them before the Railway Reserves Bill was passed—and they now came in such a state, that no man could understand them; they were in such an higgledy-piggledy form. If he had had any information to go upon with regard to the Stanthorpe line, he should be sorry to vote against it, but there was nothing to show that the line was required. If he went to that House and asked for a line to a certain place, he should consider it his duty to prepare some information for honorable members to go upon; but no, the Premier had got his supporters in such a state of control that he

could do anything he liked. It was of no use saying anything after the division they had had that night, for it was evident that honorable members opposite were prepared to vote anything, without getting any information whatever. Not one of the many arguments adduced from his side of the House had been met at all. He believed that one reason why that most extraordinary course had been taken that night—namely, to take the resolutions *in globo*—was, because the Premier happened to bluster out once, to the disgust of his colleagues, when the honorable member for Port Curtis asked what railways the Government would stand by, that he was going to stand by all. That was the reason, and the sole reason, he believed, why all the railways were put *in globo*. The honorable Attorney-General, in a very ingenious defence that evening, in the ingenious way in which he met the correspondence of Mr. Henderson, gave as an excuse, that the reason why the Premier had not mentioned the railway from Townsville to Charters Towers, was because the plans were not in a sufficient state of forwardness to enable the Government to call for tenders—that was the very reason the Premier gave why he could not take into consideration Messrs. Brogden and Son's offer. It just showed what kind of arguments they had from the Treasury benches; however, he did not think it was worth while saying any more.

The MINISTER FOR LANDS (speaking from behind the Treasury benches and assuming a strong Scotch accent) said he was not quite sure that it was worth while saying anything in reply to the honorable member who had just sat down. That young member had been pleased to say that day that he had never known such a corrupt Minister as he was. Now, he would say, in reply to him, that he had never known a more cocky young member than the honorable member for Clermont. That honorable member came down to that House after a short an experience in months as he had had years as a legislator, and had the brass to tell him he was a corrupt Minister. He would just pay the honorable member the compliment of saying that he was about the most cheeky young man he had ever known in the course of his experience.

Mr. AMHURST said that the speech and the demeanor of the honorable gentleman who had just addressed the House were a disgrace to the Ministry and to the country; if the honorable member had been on the boards of a comic theatre his conduct might have been regarded as a joke; but as it was, it was a disgrace to the honorable member. He was very sorry the honorable gentleman should have adopted such a course, for he knew in his heart that the reason he had proposed that the railways should be taken *in globo* was, that he might get his iniquitous railway from Maryborough to Gympie passed, or he need never again dare to show his face before the constituents of that district. Those persons

had not elected the honorable member for his talents, but simply because they knew they might squeeze him. He had never known a more disgraceful scene in that House than the honorable member's comic acting, and he was sure he did not know what the outside public would think of it. He was not aware whether he was strictly in parliamentary order in saying such a thing, but it seemed to him that the honorable member's conduct was buffoonery; and he was sure that those who saw the honorable member would say that his attempt at comic acting was as near buffoonery as anything they had ever seen. He was sorry the honorable member for Carnarvon had not given the House the information he might have done respecting the Stanthorpe Railway, but he hoped that before the money was voted for that line, the honorable member would do so, he being the last man in the House who would like to see the public money thrown away. That was more than he could say for the Minister for Lands who had introduced three Bills, and—

Mr. PALMER: It has been too much for his brain.

Mr. AMHURST said that all he hoped was that the honorable member would never again lower himself in the way he had done that evening.

Mr. GRAHAM said he must confess that he had been rather astonished, and somewhat agreeably surprised at the power developed by the honorable Minister for Lands that evening, and he did not know whether it came from him as a Minister or as a Scotchman. He was rather proud to find that a strong proportion of the members of that House belonged to the country the dialect of which the honorable gentleman had attempted to mimic that night—with some success, he confessed. He thought the secret was, however, that the honorable member had been rather touched up that evening; for it was often said, that, under such circumstances, a man began to talk Scotch. As to any reason in the matter, he did not suppose that the honorable gentleman attempted to say that there was. He would not say that the honorable member had shown good taste; on the contrary, he thought it would have been better left alone. In regard to the amendment of the honorable member for Maranoa, he might say that he had, on a former occasion, spoken as strongly as he could against the extension of the Southern and Western Railway to Stanthorpe. But, with the mess they had got into with the railway reserves, it was hard to say how that line was to be paid for; and that was another reason for opposing it. The honorable member for Carnarvon, some time ago, brought forward statistics to show that there was a certain amount of traffic between Stanthorpe and Warwick. But that was mainly tin; there was very little wool, or anything else. He believed the tin ore was getting scarcer, although the weekly average was pretty well kept up; and it was well understood

at Stanthorpe that the stream tin was gradually being worked out. No lodes had been discovered, and he was quite certain that by the time the railway was completed, all the alluvial tin would be worked out. Another argument which had been used in favor of that line was, that it would tap the trade of New South Wales; but that he thought would never be done, nor did he think it was a proper thing to count upon. They should first look to tapping their own trade in the country districts, and not between Warwick and the Border, which was a mere howling wilderness. He should decidedly support the amendment.

Mr. IVORY said that he had always been aware that the honorable Minister for Lands possessed a large amount of versatility, but he must confess that he had been greatly surprised at the exhibition the honorable gentleman made of himself a short time ago. He had always been under the impression that the honorable member was the *magister morum* of that House, but it appeared that evening that the honorable gentleman had doffed the costume of that gentleman, and assumed the cap and bells, and how he had done it he (Mr. Ivory) could not understand. He did not see the point of the affair, but he simply saw a gentleman making an ass of himself, not to say anything harder. He did not know what the honorable member intended to represent, or whether some extraordinary notion seized him all of a sudden that he was a Scotchman, but he should have as soon expected the honorable member to sing a comic or a drinking song, as what he had done that evening. Where was the point of it all, as the honorable member had not referred to the remarks of any honorable member who had preceded him? The point might have been whispered into the ears of those near the honorable gentleman, but to them only could it be known. He had never seen such an exhibition in that House, and the honorable member was the very last member from whom it might have been expected.

Mr. MURPHY said he had always thought until that evening that the extension of the railway from Warwick to the Border was looked upon as a national line, and, therefore, he had been surprised at its being opposed by the honorable member for Maranoa. He thought there were many reasons in favor of that line, and, probably, the honorable member for Carnarvon would have given them, had he not thought that the line having been already so much discussed out of doors, honorable members opposite did not require any more information. The honorable member for Darling Downs stated that the line would only be supported by the tin mines, which would soon be exhausted; but so far as he (Mr. Murphy) knew, the tin was not likely to be exhausted for a very long time, and besides that, the line would bring in the tin from Vegetable Creek, where it was

increasing in quantity and was likely to do so. It was stated that it was not fair for this colony to tap the traffic of New South Wales; but nature would have its way, and as the Riverina trade had gone into Victoria, so would the trade from New England naturally find its way to Brisbane. Although attempts had been made to retain the Riverina trade in New South Wales, it had gone into Victoria as nature had ordained it should do, and it would be the same with the New England trade, as that was now tending towards Brisbane. With regard to the railways in New South Wales, it would be a long time before they could approach the borders of Queensland, but it was in the nature of things that they would do so eventually, so that it was not an unfair attempt on the part of the Government or of the people of this colony to get possession of a trade which did not belong to it. He understood that wool was amongst the products of the New England district, and also agricultural produce; and he took it that if the Southern and Western Railway was carried to the Border, and thus tapped the New England district, those articles would be produced to supply the Brisbane trade. At all events, that line had been approved of by the people of the colony, and that a line should be made to unite with the railways of New South Wales, had long been considered most desirable; and from what he saw of the prospect of such a line being re-productive, he considered it ought to be made.

Mr. STEVENSON called attention to the state of the House, as he thought it was a pity that the only information they were likely to get in regard to the Warwick and Stanthorpe line, should be lost to honorable members.

A quorum having being formed,

Mr. MURPHY said he was sorry the honorable member should think he was pressing unnecessarily on the time of the House. He had only risen to make a few remarks, because it had been said that no reason had been given for the construction of the line in question. It was a line which he thought was entitled to support, one which would pay for its construction, and which, viewed in a national sense, was deserving of attention.

Mr. PALMER said he supposed it was very little use in speaking on the question, as the majority of honorable members had no doubt made up their minds how they should vote; but he felt it his duty to add something to what had already been said in regard to the line between Warwick and Stanthorpe. Before doing so, he wished to congratulate the honorable Minister for Lands on the part he had assumed that night, and he might say that whatever opinion the House might form of that honorable gentleman's conduct, it would have one good effect, that he would never be able again to take the character of *magister morum* of that House, and to treat honorable members with his lectures on propriety. He could not, he confessed, see what had been the motive of

the honorable gentleman; but it had been suggested to him that the honorable gentleman was merely rehearsing the part he was to take as chieftain at the Highland gathering on the following day. The House, however, was not a Highland gathering, nor was it the place for the honorable gentleman to practise such antics. He did not know what the burlesque was intended for; the honorable gentleman had commenced in Irish, and had finished with something intended to be Scotch, and certainly he had played the part of the buffoon himself. With regard to the Stanthorpe line, he believed it would be a mistake; he believed that if it was intended to join the New South Wales lines at some future time, it should be taken, not over the rough broken country now proposed, but to the westward, where it would meet the great trunk line that would come from New South Wales and Victoria. The proposed line would just run into a rough, ridgy country, without having any good country in the neighborhood of it; it would go to the Border as intended, and there it would stop, for the New South Wales Government would never be so infatuated as to run a line into that ridgy country—their idea being to keep the main trunk line off the table land of New England, and then to come round to the westward to join our lines. By the connection of the main line of this colony with that of New South Wales, they would do more in the cause of federation than they could by making it twenty times to Stanthorpe. And, further, he did not know how the Government proposed to pay for this line. He was certain the land along the line would scarcely pay for a mile of the railway; and he believed, from all the information they could get on the subject, that before the line was completed to Stanthorpe, there would be no tin to bring down from there. As was stated by the honorable member for Darling Downs, no lode had been discovered, and the alluvial tin was being worked out, and could not last long. Alluvial minerals never lasted more than a few years in this colony. As forming a portion of the Ministerial policy, he looked upon this line, and that from Maryborough to Gympie, as the very weakest points in it, and they were the two lines that he believed some members of the Ministry were most anxious to obtain. He should, at all events, record his vote against this clause—against what he believed to be a very useless expenditure of public money; and if there were an amendment moved with regard to the Maryborough and Gympie line, he should vote against that also. And he again said that in the whole course of railway management or mismanagement, there never had been a scheme for the carrying out of railways in any country so weakly put before a House as this scheme of the Government. They had given no information whatever; they had not brought forward any tables or statistics, or anything to prove that any one of these lines would prove a

commercial success; and before they voted away money in this headlong manner, he thought it was the duty of members of the House to satisfy themselves that there was a reasonable prospect of the lines being remunerative. They had merely been given a very rough idea of what the lines were likely to cost, and from their experience of the construction of lines in this colony, they knew they invariably cost a very much larger sum than they were expected to cost. Honorable members were now committing themselves to an expenditure he was sure they did not know the end of.

Mr. WALSH said he should not have risen at that moment if he could possibly have caught the eye of any supporter of the Government who was going to address the House, because he should much rather hear the reason why they supported the Government in this wholesale scheme of railways than hear his own voice; but as they were silent, he felt constrained to rise and address the House upon this most important question. He did not believe there were three members of the House who had examined the plans and books of reference of any one of those railways which they were going to support, or who knew anything about the character of the country through which they would pass. The speech of the honorable member for Carnarvon, who ought to be the apostle of the railway that was to be made in recompense for his vote, had been referred to, and yet they found that honorable members opposite, such as that honorable member, who were specially interested in the adoption of these lines, were perfectly unable to get up and show any reason why the country should be committed to the construction of them. It was a very grave question. They were called upon at one fell swoop to vote for six railways! Such a proposition was never before submitted to any rational set of legislators, but it was the necessities of the Government that called for it, so that they could command the votes of each member who was interested more or less directly in these railways, or represented a constituency that was interested in them. And although, according to the statement of the honorable the Premier, these railways were to cost something like two millions of money, they had not had one figure brought forward to show that there was any necessity for making them; that there was any trade to be done, or that there was any population to be settled on the lands those railways would permeate. There was no necessity whatever for them beyond a political one. He did not hesitate to say that by the jugglery of the Government they were called upon to pass *in globo* these absurd railways. He did not believe the railway to Stanthorpe would in their time pay a fraction of the expense connected with the maintenance of it. He was interested in Stanthorpe, and he knew a good deal about the business proceedings going on there, and he could not

see that there was any power in a railway which would have the effect of waking up a large trade with that place. They could not, as far as he knew, allure any of the trade of New South Wales, because their southern friends were equally on the alert with themselves to attract trade and population; and he verily believed that the result of the construction of this railway would be to utterly ruin the town of Warwick. He did not know whether the honorable member for Warwick was present, but he was sure the effect of it would be to transfer the business of Warwick to Stanthorpe, and there it would remain. They had had a full explanation from the late Colonial Treasurer of what was likely to be the result of making the railway from Maryborough to Gympie. That gentleman quoted figures to show that it would carry about one and a-half passengers per day. He (Mr. Walsh) did not know what the goods traffic was likely to be, but at any rate they were told by that gentleman that the traffic would not pay for the grease on the wheels of the locomotive. The next one—the line from Bundaberg to Mount Perry—would put money in his pocket, but he said that to make it at the public expense, was one of the greatest swindles ever any Government attempted to pass. That line would pass, he did not hesitate to say, through about the worst tract of country that could be found in Australia; and for every mile of good country that could be found along it, there would be ten of the most unproductive country. And, as he said before, when they got to Moonta, the railway would have to stop; or, if it went beyond that, it could only be done at most extraordinary expense, and when it reached Mount Perry, it could not possibly go further. He had a perfect right to say he was interested in the construction of that line, for it would be pecuniarily beneficial to himself. He knew nothing about the next two proposed railways, and he should not express an opinion upon them, but he supposed they were part of the log-rolling policy of the present Government. But he knew this: That if there was a portion of the colony that deserved the attention of the Government in making good permanent roads or railways, it was that portion commencing at Townsville and extending up to Charters Towers. He had not a word to say against that; but he thought the paltry proposal of the Government to make only ten miles of railway in that portion of the colony, which was now contributing so much to the general revenue, showed that they had only a southern Government in office. He thought if ever there was a time when the Government should spend large sums of money for necessary railways in the North, it was the present time; and to propose an extension of only ten miles there was perfectly absurd. They should come down and ask to make, at least, 100 or 150 miles in that district. However, the Government, for the purpose of remaining in

power—for that was the real question—now proposed to commit the country to an expenditure of millions of money, and he wished honorable members to bear this in mind: Apparently, it would be only one million or a million and a-half, but, in the end, it would be millions of money; and the Government proposed to do that, not because it was their scheme at the beginning of the session or that they saw any necessity for it; but, when egged on by what he considered was the unfortunate course pursued by the Opposition at the beginning of the session—in order to counteract the influence of the Opposition, they fell into the trap, and they were now committed to an enormous expenditure of money for railways, which was no part of their policy, which they were not able to explain, and which he did not hesitate to say would, sooner or later, land the colony in a state of bankruptcy. That was what honorable members should consider. It was the wildest piece of governmental prostitution he had ever seen practised; and he warned honorable members opposite, that they themselves, more than members on that side, would regret the course they were now pursuing in sanctioning this lavish expenditure.

Question—That the words proposed to be omitted stand part of the question—put.

The House divided.

AYES, 25.

Messrs. G. Thorn, Griffith, Dickson, Douglas, Stewart, Morgan, Bailey, Thompson, Ivory, Beattie, Low, Fryar, J. Thorn, Tyrel, Lord, Murphy, Groom, Foote, Macrossan, Kingsford, Edmondstone, McLean, Pechey, W. Scott, and Fraser.

NOES, 8.

Messrs. Palmer, Walsh, Stevenson, Graham, Bell, McIlwraith, De Satgé, and Buzacott.

Mr. DE SATGÉ moved that clause 2 be omitted, viz. :—

“2. That this House approves of the plans, sections, and book of reference of the railway from Maryborough to Gympie, laid upon the table of this House.”

With respect to all the plans and sections upon the table, the Premier had studiously avoided the explanation the House had a right to expect. Had those explanations been given, much time would have been saved, and if the Premier made use of the enormous weight of his office, and appreciated the position in which he had been placed, his talents might have been well employed in putting before honorable members the reasons upon which he brought forward these motions, and his name would not then so certainly have been handed down to posterity as that of a useless and undignified Premier. He would not have said a word respecting the Maryborough and Gympie Railway had they not treated the Opposition with a flippancy that was most undignified. No data whatever had been given by the honorable gentleman *apropos* of that line; and if he believed that it

would be a line that would, even within five years, pay its working expenses, he would vote for it. He represented a constituency, singularly enough, that had never asked for a railway; he had never asked for a single thing on the log-rolling principle for the electorate of Normanby, and had no motive but to protect his constituents, who were, with others, asked to contribute to these six lines of railway, without receiving any benefit whatever. He, therefore, protested against these plans and sections being approved of in the wholesale manner proposed. He was not opposing this particular vote in a factious spirit, but because he believed that if they waited for fifteen years they would not find that the Maryborough and Gympie line—which was, after all, a job—paid in any shape or form. He was very sorry to find, from the correspondence read by the honorable member for Port Curtis, the part taken by the honorable Minister for Lands, who must be thoroughly convinced that the Maryborough and Gympie Railway would be a non-paying line. Voting in a body, as the majority had been doing, without expressing any opinion, or discussing the facts adduced, showed that they were dealing with the funds of the colony in a most reckless manner.

Mr. GROOM said he must ask the attention of the House for a few minutes, because he was placed in a somewhat peculiar position in connection with the forthcoming division, and he was anxious to put himself right with his constituents and the country as to the vote he was about to give. On previous occasions in the House, he had spoken against the scheme upon which they were to vote, and had thought it his duty to write against it also. On the second reading of the Railway Reserves Bill, he said that unless he was supplied with certain facts and figures to show that a line from Maryborough to Gympie was necessary and an advantage to the country, he should vote against it. Since then, those facts and figures had been placed in his hands, and they were to his mind quite sufficient to justify him in the vote he should give. The late Colonial Treasurer, with the view of ascertaining whether a Maryborough and Gympie railway would be profitable, either at his own expense or at the cost of the Government, caused certain returns to be compiled at a bridge between Maryborough and Gympie, and the result was, that some estimate of the traffic based upon those returns was formed and put in a tangible shape. They were told by that honorable gentleman that the passenger traffic between Maryborough and Gympie did not average more than one and a-half passengers per day by Cobb's coach, and they were led to believe that this statement was correct. But it had been found that more than 120 persons passed on horseback, and 60 or 60 in private buggies, per week, in addition to those who travelled by mail-coach communication. There were also 50 or

60 loaded drays passing per week. The figures which had been supplied to him relative to the traffic between Maryborough and Gympie were based upon returns of which the statements he had just quoted formed a part. According to these, the goods traffic between Maryborough and Gympie at the present time was something considerable, and he would add, in passing, that there would be no stronger advocate of this railway than the member for Warrego, if that honorable member were now member for Maryborough.

Mr. WALSH: I should be ashamed of it.

Mr. GROOM said the goods traffic between Maryborough and Gympie at the present time, as estimated from returns collected at Gootchie, was 5,000 tons at 32s. 6d., or £8,125; passengers, 100 per week, at 20s., £5,200; being for goods and passengers a total of £13,325. The estimated traffic between Maryborough and Yengarie, Antigua, Mary River saw-mills, and other places between Maryborough and Gootchie, was £10,000, which was a low estimate, bringing the total up to £23,325. In addition to this, it must be considered that there was now spent on the Gympie road, per annum, £3,000, while the conveyance of mails, constables, prisoners, &c., would be quite £2,000. Adding these amounts which would be saved, the total would be £28,325. On the other hand, one train per day, each way, which would be the utmost of the traffic to be effected at the present time, at 4s. 7d per train mile, being higher than Northern Railway, per annum, would produce £9,009, so that there would be, in the course of the year, after paying working expenses, £18,000 to the good, which was equal to the interest on £400,000 at 4½ per cent. Taking the population basis, he found that the population of the Maryborough group of electorates, by census, was 22,260, only 615 less than that of the Central districts, which had had one million of railway expenditure, and would probably receive another million. As to the products of the country, he might mention that the Neardie Antimony Mine was only seven miles from the proposed railway at Gootchie; it was now being worked, and a contract had just been entered into for the delivery of 1,000 tons at Maryborough. Miva Coal Field was only about six miles off the line; it was a good coal, and overlaid by a bed of oil shale, which had been tested to yield 80 gallons of oil per ton. The Mount Coora, and Mount Clara Copper Mines would also be approached by this line, which would pass within about 25 miles of them. The cinnabar mines at Kilkivan, and the Kilkivan gold field, and the rich agricultural district of Barambah, would all be made more accessible by it than they were at present. He should certainly like to know why 23,000 people in one district should be entitled to a million of money for public works, and another district, with 22,000 odd, receive nothing. If the honorable member for

Warrego still represented Maryborough, he would be one of the first to rise up and complain of the injustice. When they analyzed the revenue returns, what did they find in this particular district? He had made himself master of a reply to this question, and that also justified his vote. He found that the Customs revenue of the Maryborough group of electorates for 1875, amounted to £36,261 19s. 4d.; excise, £3,261 13s. 4d.; light and pilotage dues and bonded stores, £2,428 5s.; land sales and selections, £18,112 15s.; pastoral rents, £11,711 15s. 5d.; gold fields, £2,289 5s. 6d.; electric telegraphs, £3,537 11s. 2d.; licenses, £2,766 5s.; making a total revenue derived from the Wide Bay and Burnett district of £80,422 19s. 9d. This district was not, therefore, the insignificant district the member for Warrego had tried to make it out to be. These returns, which he believed to be well authenticated, quite justified him in the vote he should give that night; upon no principle of log-rolling would he give it, and he would not consent to support any line to Stanthorpe, unless it formed part and parcel of the Government policy as a whole. He believed in the end it would be cheaper for the colony to construct these railways than to throw away the money that was now so extravagantly thrown away upon roads.

Mr. WALSH: What do you spend in that district?

Mr. GROOM said he knew that hundreds of thousands of pounds were thrown away upon roads; but what did the honorable member for Warrego, who had just interrogated him, do? Did he not throw away as much on the Brisbane and Ipswich Railway as would construct the Gympie line?

Mr. WALSH: It is not true.

Mr. GROOM said this interruption enabled him to say that he was in the House when £192,000 was moved for for the Brisbane and Ipswich Railway, and they were then distinctly given to understand that that would be the cost of the line.

Mr. WALSH: That was not the case.

Mr. GROOM said that this, then, was the first time the reverse had ever been publicly announced; and he could only say that he was most strangely misled, and that many other honorable members were misled too; for they were all led to believe, that in consequence of the low gradients of that line, it could be constructed for £8,000 per mile, and that £192,000 would be an extreme cost.

Mr. WALSH: I may say, by way of explanation, that I never made such a statement, and that nothing can be more unfair than to tax me with it; because, shortly after the House decided to make that line, I left office, and the increased expenditure was not owing to any act of mine.

Mr. GROOM said there could be no doubt about the fact that the expenditure had been incurred. It was not to be denied as a fact in the railway history of Queensland, that 25

miles of railway in round numbers cost half-a-million of money, when they were led to believe that it would not cost more than £192,000; and he remembered Mr. Macalister stating on the floor of the House, that Mr. Daniel Williams offered to bring a railway on the other side, to Victoria Bridge, for £175,000.

Mr. WALSH: He did not say so.

Mr. GROOM was quite sure that he did, and if the records of the Works Office were turned up he had no doubt the offer would be found there. He should very much like the Minister for Works, before the debate closed, to make some further statement respecting the £70,000 to which reference had been made. He had looked at the small sketch supplied in connection with the papers, and he found there were three lines surveyed between Maryborough and Gympie. One of them was authorised by a former Minister for Works (Mr. McIlwraith); one was authorised by the honorable the Speaker, when in office; and he should like to know upon which plan the present works would be constructed. The information which had been supplied to him with reference to the district, however, was quite sufficient to satisfy him that it ought to have a railway. The honorable member for the Burnett said the railway expenditure in that district was going to amount to £200 per head; but he (Mr. Groom) could not understand how that conclusion was arrived at, because the returns showed that the population was a little over 22,000, and according to his estimate the amount would be £4,400,000. He should, for the reasons he had stated, vote for the Government policy as a whole. He believed in doing justice to all parts of the colony alike, and as he had seen the great advantage of railway communication on the Darling Downs, he believed the proposed lines would make the towns and their surrounding country alike prosperous, while with that prosperity would increase also the paying qualities of the lines themselves. It was well said in England, by, he thought, Mr. Pease, when railways were first opened up, that if the country made the railways the railways made the country, and believing that the same might, with equal pertinence, be said in Queensland, he hoped to see the policy of the Government adopted as a whole.

The PREMIER said that, with respect to what had been said about one of the Maryborough lines, he might inform the House that that particular line was discarded because it would impede the navigation of the Mary River. Had that line been nearer the township, a much heavier expense would have been entailed on the country. The line now proposed, as had been explained, went by Yengarie, which was a township of itself, and by Ramsay's Saw-mill and Antigua, where there was a large sugar plantation, and here the line would cross the river at a place where vessels could not reach. The Govern-

ment had the line surveyed in order to catch traffic, and this, he believed, it would do. Before the Brisbane and Ipswich line was opened, the passengers between the two places did not average more than 30 or 40, now it was 450 per day; and he believed a proportionate increase would be found elsewhere by the establishment of lines of railway. As for not giving sufficient information, he would only say that it had been given many times, and that there was no necessity for going over the same old ground again.

Mr. STEVENSON said he was glad to find that the Minister for Lands could understand what he said, but he evidently did not like home truths. The last time the Minister for Lands attempted to put him down it was on the ground of decorum; he now tried to put him down because he had a Scotch dialect. He thought, however, he could make himself understood in plain English quite as well as the Minister for Lands, and perhaps write it quite as well, while he would certainly back himself to write much better Scotch. He had been complained of too, more than once, because he was a young member; but he was never returned to the House to be a mere dummy, and no member would prevent him saying what his duty led him to say; moreover, he could safely say that he generally spoke to the point, and did not take up the time of the House in long-winded speeches, as the Minister for Lands did. With reference to the Maryborough and Gympie line, he was glad to find some supporters on the Government side of the House were able to find some excuses for their constituents. He could find none. Nothing that he had heard in the House now or previously would justify him in voting for the Government policy. If the Minister for Works was so anxious to have a line from Maryborough to Gympie, would he inform the House why he did not consider the offer of Messrs. Brogden, when they would have constructed it for £37,000 less than the Government Engineer? A tender like that ought to be worth taking into consideration if the Premier were in earnest in constructing the Maryborough and Gympie line, and the House ought to have some more substantial data to go upon than any that had been offered.

Mr. MACROSSAN said he should give some of his reasons for voting against the line, and in doing so, he wished the House distinctly to understand that he was not voting against the construction of the Maryborough and Gympie line, but against the plans and sections laid on the table of the House. He should do so for the same reasons as the honorable member for Toowoomba, who, when talking about the unforeseen expenditure which had taken place in connection with the Brisbane and Ipswich line, could not have chosen a more unfortunate illustration, for the House was just going to do the same thing, as the plans and estimates of the proposed Maryborough and Gympie line would

go just as much beyond the proposed expenditure as the expenditure went beyond the estimates of the Brisbane and Ipswich line. If honorable members would go through the book of reference, and see the immense amount of private property the proposed line would go through, they would agree with what he said. The line seemed to make a perfect elbow, and he thought, from the book of reference, that it was surveyed more for the purpose of going through valuable property than with the object of benefiting the people settled down on agricultural land. The Premier made the excuse that the other line would impede the navigation of the Mary River; but that had been completely answered by the honorable member for Maranoa, who said that the terminus should be on the other side of the river, the same as the terminus in Brisbane should have been on the south side. He believed that a terminus on the other side of the river at Maryborough would be quite sufficient for many years to come; but instead of that, there was to be a most expensive bridge. The line, in fact, looked as if it was going altogether away from Gympie; but then it took a turn, and thus involved an extra cost, which had been proved to be unnecessary. It was for that reason that he should vote against the line. The honorable member for Toowoomba might be able to satisfy his conscience in voting for the line; but he certainly could not, on the same ground that the honorable member had taken up. He was in favor of making a cheap railway from Maryborough to Gympie which would suit the selectors in the district, but not of making an expensive line for the benefit of a few persons only, through whose property it would pass. Even supposing it were to be a Brisbane line, he should support it, because it might be carried to Brisbane; and the people of Maryborough, who now thought it would be a line for the making of their port, would find that the line would have its terminus at Brisbane. He should not object to that, but he objected to the plans and sections which had been laid on the table that night, because the House could scarcely tell to what they were committing the country. That was the vote he was giving that night—not against a railway between Maryborough and Gympie—but against the plans and sections before them.

Mr. IVORY said he had one or two remarks to make in regard to the proposal before the House, and he might say that he quite agreed with the last speaker in reference to the plans and specifications. Those plans were not the most economical that could be made for a railway between Maryborough and Gympie. Like the honorable member for the Kennedy, he was not opposed to railways, provided they were to be constructed on some cheap and economical system; but unless that was proved to be the case, he should refuse to support them.

He had given his vote for the Warwick and Stanthorpe line, as he had all along considered that that was a line which, being in connection with the main trunk line, should be carried out. But in the case of the Maryborough and Gympie line, which was, it appeared, to be constructed on the same principle, they would require large and expensive workshops, as it would be a line entirely separate from any other; and they had not yet been told what it was likely to cost. In respect to the traffic it was probable there would be on that line, he should like the committee to hear what was the opinion of the late Colonial Treasurer, Mr. Hemmant, who took particular pains to inform himself of the amount of traffic passing between the two places, and who actually placed a man on the road to ascertain what that traffic was. He would quote that gentleman's own words from "Hansard":—

"Now, sir, the Government stationed a person at the bridge, half way between Maryborough and Gympie, to take account of the traffic; and week by week, as the returns came down, it forced itself more on my mind that the construction of a railway between those two places at the present time was altogether premature; and if the House should call for the returns, honorable members will at once see there is nothing to justify such a work at the present time. I may just mention that the traffic from Stanthorpe to Warwick one way exceeds by fifty per cent. the total traffic both ways between Maryborough and Gympie. And at this I am not at all surprised, because we know there is nothing coming from Gympie that cannot be brought down in a bullock-dray. I may mention that I estimate the traffic on the basis of the last nine months at forty shillings per ton, which is in excess of what is charged on the Northern line for a similar distance, and at that rate the total traffic between Maryborough and Gympie would bring in a little over £7,000 a-year. That is the total traffic both ways. Now, what is the passenger traffic on that line? In a letter I received from Mr. Shaw, the agent for Messrs. Cobb and Co., I find that the average traffic is nearly one and a-half person per day each way, exclusive of Sundays."

Thus it was clearly proved that the late Government took particular pains to ascertain the traffic between the two places, and he did not think there was anything in that statement to justify a railway except one of a very cheap and inexpensive character. The Government, in fact, seemed to acknowledge that, as to get traffic for that line they were obliged to go round the country to pick up anything they could get, and instead of making a straight line, were going to make a sort of boomerang line. If that was the way in which they were going to make the line, he could make a far better suggestion, which was, that they should take it round by Gayndah. He failed to see that the line would realise the traffic per mile that would justify that House in agreeing to its construction. All the way up the Mary to Tiaro they had at present water-carriage, and for the class of

goods carried to plantations, water-carriage was better, or fully as good as railway carriage. He had always understood that water-carriage was cheaper than railway carriage, and that had been exemplified by the present Government, who, instead of using the railway for the carriage of railway plant, had employed steamers to take it between Brisbane and Ipswich. That being the case, he considered the line between Maryborough and Gympie should, if made at all, be constructed in as straight a line as possible, and not made merely to compete with steamers and boats on the Mary River. They knew the opinion of the Premier in such matters—that, until he could get all the steamers off the Mary River, he would run the line at a loss, as he had been doing in regard to the Brisbane and Ipswich line. He failed entirely to see that the Gympie line was required, except on a far cheaper scale than it was proposed to construct it at present. If it was to be constructed on a cheap plan, solely for the purpose of carrying minerals, he would not say that he should not support it, but when it was proposed to make it of the same expensive character as the present lines, he should oppose it. Those remarks applied equally to the Bundaberg and Mount Perry line—the people there did not want an expensive line but merely one that would carry traffic at a slow speed, and which would be a sure means of conveying their ore to port. To hamper the country with expensive lines in those places was simply absurd.

Mr. LORRIDGE did not suppose that anything he could say would alter the votes of honorable members, but he would remind the House that the statements made by Mr. Hemmant had been thoroughly contradicted by the very person who, it was said, was employed to stand at the Gootchie Bridge and take an account of the traffic. He would also add that the traffic had considerably increased since then, owing to the quantity of land opened up. The proposed line would go through a very fair agricultural district, and notwithstanding what had been said by the honorable member for the Burnett to the contrary, he was convinced that the line would tap the Burnett and take a great deal of traffic from it. The line would also lead into one of the finest timber districts in the colony; and it was only a few days ago that he had been speaking to a gentleman from Melbourne who confirmed that statement, and said that the moment the line was constructed, his firm would erect a large saw-mill on the Mary River for the purpose of cutting that timber. The settlement which had taken place lately there proved that it was a fine agricultural district; the scrub lands were magnificent, and when the railway passed through, he was perfectly satisfied that a large and prosperous settlement would take place. As to the line not going to the Burnett, a station would not be so many miles from Gootchie; if he thought the line was going to

Gympie only, he should oppose it, as he had said over and over again.

Mr. AMHURST said he wished to call the Premier's attention to the fact that after all his little manoeuvring, the resolutions were being taken *serialim*; the whole matter might have been disposed of long ago if it had not been for the honorable gentleman's obstinacy, as many honorable members would not then have spoken who had spoken. He hoped it would teach the Premier a lesson.

Mr. BAILEY said he thought it was hardly necessary for him to say anything upon the vote, but there was one very important feature in connection with the Gympie Railway which had not been noticed, namely, that in all other countries coast lines of railway were considered the best paying lines; but in the present instance they had reversed the order of things. He believed, however, they would find that the coast lines would be the best paying. Gympie was the first stage between Brisbane and Maryborough, and he hoped that in the course of a few years they would see that the Maryborough and Gympie Railway was the first link in a chain of railway communication along the whole coast of Queensland. That was what had suggested itself to him, and as he believed that coast lines would pay far better than short lines into the interior, he hoped the day was not far distant when Brisbane would be connected with Maryborough by railway.

Mr. WALSH said he thought it was somewhat extraordinary that the honorable Minister for Lands, as member for Maryborough, should have left his constituents totally unprotected that evening. He had heard strong arguments against the Maryborough and Gympie Railway on several occasions, and there had been none adduced by the Premier that evening to meet them—in fact, the arguments of that honorable member, and also of the honorable members for Gympie and Wide Bay, had most deplorably failed to show that they knew anything of the necessities of that line. The honorable Minister for Lands would fail in his duty if he did not show the necessity of that line—if he did not point out how the people of Maryborough were actually depending for their daily bread upon the expenditure that would be incurred by making that line. He did not hesitate to say that the great necessity of that line was the absolute want of bread by the unfortunate people in that neighborhood, who had been reduced from being at one time the most affluent class of people, to mere supporters and hangers-on of any Government who would expend money amongst them: He regretted it exceedingly—he had seen the actual depravity which that injudicious expenditure of public money was producing. A gentleman in that district, who, not many years ago, occupied the most independent position there, had written to him a few days ago, saying that unless the Government authorised the

proposed expenditure on the railway, he should have to leave the town. It was a new state of things altogether. At one time the inhabitants of Maryborough depended entirely upon their own exertions; they were then a happy and contented people; but, like the people of Tasmania, they had unfortunately learned to lose their independence, and to depend upon Government expenditure, and when that was withdrawn, they were in a state of poverty. Owing to the expenditure on the Mary River bridge and other works, the people who formerly lived on the soil were employed on those works, and consequently became abandoned, and looked solely to the resuscitation of the same lamentable state of things. He deeply deplored it. He had foreseen the state of things that would follow some years ago, and he then endeavored to prevent it. A more prosperous people he had never met until they were led to believe that it was Government expenditure on which they were to rely, and from that moment they abandoned that independent life which had contributed so much to their success, and became mere hangers-on and dependents on Government expenditure. It was for that reason that they now cried out for a railway. It was only a few years ago that the people of Maryborough rose in a body, and protested against any Government expenditure in their district. The legislature proposed a railway between Maryborough and Brisbane, but the people protested against it and said they did not want it; but they were dragged to a state of dependence now which was most painful to him, and were now the great advocates for carrying out a work which it was well known the traffic between Maryborough and Gympie would never justify. Any honorable member who knew that country as well as he did, knew that the traffic that could come down the valley of the Mary could not possibly pay. He knew almost every gully, every inch of the country in its pristine state, and it could be fairly described as of a horse-shoe shape, and in no place, from the mouth of the River Mary till they got above Gympie, were there two miles of agricultural land on either side. All the sugar plantations and small farms, which he knew well, were in isolated spots, just in patches where scrubs used to be, and he did not hesitate to say that a greater imposture was never attempted to be palmed on the country than the idea that that district would be enriched by a railway, or that it could pay for the expenditure thus incurred. And then that evening they found dragged into the debate, as the last possible argument, that some Melbourne quack had told the honorable member for Gympie that such a rich trade could be done in timber that his firm would establish a saw-mill if a railway was made—he never heard such rubbish in his life. There had been no statistics or argument shown to prove that there would be any traffic along the line. The statement made

by the late Treasurer, about the passenger traffic being only one and a-half passengers per day, was, he thought, an exaggeration ; but still, it was the style of argument used by the Government of which that gentleman was a member, when it suited them ; and the same Government were in power now. But the statement that there would be very large traffic, such as that referred to by the honorable member for Gympie, in connection with the timber trade, must be taken just as much *cum grano salis* as the statement of the late Treasurer. He did not hesitate to say that the railway from Maryborough to Gympie would cost much more than the Government now intimated ; and it would certainly, unless some miracle was performed in the way of discoveries, have an infinitesimal trade compared with what honorable members who supported it expected. The honorable the Premier, in recommending this particular line, in a very pointed way, showed that there had been an alternative line proposed on the plans and specifications, and that he favored the shorter one. He (Mr. Walsh) should like it to be distinctly understood that it was the intention of the Government to carry out the shorter one. He happened to know the influence that had been brought to bear, and the expense the country had been put to, to make that unjustifiable survey ; and he should like to know if the plan now proposed to be adopted was the shorter one—the one *via* Antigua ? He advised honorable members that this was a most important matter for them to consider, because he believed, if they did not get a clear statement from the Government—such as could be recorded in “Hansard”—that this was the line to be adopted, they should find out, when it was too late, and too much to the cost of the country, that another had been adopted. He should like a direct answer from the honorable the Premier on that point.

The PREMIER : I have already spoken on this question.

Mr. WALSH said this was a most important matter, involving the expenditure of many thousands of pounds.

The PREMIER : The honorable member for Warrego has also spoken on this question.

Mr. WALSH said the honorable the Premier distinctly stated more than once, that there was an alternative line, one crossing at Antigua—

The PREMIER : That is the line the Government propose to adopt—*via* Yengarie, Ramsay's saw-mills, Antigua, and then to Tiaro, and on towards Gympie.

Mr. O'SULLIVAN : Why ?

The PREMIER : Because population is settled along the line.

Mr. WALSH said he had nothing more to say except that he had fished out from the Government the fact, that with regard to this political, shameful line of railway, which he did not hesitate to say was a dis-

grace to any Government to propose to construct, at any rate the line proposed to be adopted was the lesser evil of the two.

The question—That clause 2, proposed to be omitted, stand part of the question—was then put, and the House divided with the following result :—

AYES, 20.

Messrs. G. Thorn, Dickson, Douglas, Griffith, Stewart, Pechey, Edmondstone, W. Scott, Kingsford, Foote, McLean, Groom, Murphy, Low, Beattie, Morgan, Fraser, Bailey, Tyrel, and Lord.

NOES, 14.

Messrs. Palmer, McIlwraith, Walsh, Thompson, J. Scott, Ivory, Stevenson, Amhurst, Buza-cott, Macrossan, Fryar, De Satgé, O'Sullivan, and Graham.

The House being in division,

Mr. MACROSSAN asked the ruling of the honorable the Speaker upon the question :—Whether a member whose land would be intersected by this railway line could vote upon this question—had he a direct pecuniary interest in the matter or not ?

The SPEAKER : I am of opinion that such a member would not necessarily be disqualified from voting on the question before the House.

The question was then declared in the affirmative.

Mr. MACROSSAN said he wished to move an amendment, that the direct line spoken of by Mr. Thorneloe Smith should be the line the House approved of, and not the line indicated in the map marked red. His reason for doing so was, that he believed by adopting the line called “the direct line” by Mr. Thorneloe Smith, they would effect a saving of nearly one-third of the cost of the line.

The SPEAKER : I am not quite certain the amendment can be put, because the House has already decided that clause 2 shall stand part of the question. I do not know whether the alternative line alluded to by Mr. Thorneloe Smith, is included in the plan.

The PREMIER : It is not included.

The SPEAKER : It would be a contradiction of the decision the House has arrived at if it is not included in the plan.

Mr. MCILWRAITH asked if the honorable the Speaker supposed there were two alternative lines in the plan ?

The SPEAKER : No ; I do not.

Mr. MCILWRAITH asked what supposition he referred to ?

The SPEAKER : The House has just decided that the approval of the plans of the railway from Maryborough to Gympie shall stand part of the question, and the honorable member for Kennedy proposes to add as an amendment, that the line approved of shall be the alternative line spoken of by Mr. Thorneloe Smith ; and if that is not part of the plans laid on the table of the House, I do not see how the amendment can be put, after the decision the House has just arrived at.

Mr. J. SCOTT said the plan which the honorable member wished to have approved was on the table of the House.

The PREMIER: It is not on the table.

Mr. J. SCOTT: It certainly had been on the table of the House.

The SPEAKER (after referring to a plan handed to him by the honorable the Premier): According to the plan in my hand, which has been laid on the table, the line referred to by Mr. Thorneloe Smith is not included in it.

Mr. WALSH said he thought it would be a good plan for the honorable the Speaker to put his initials on the line that they had really adopted. He thought it was a very reasonable request to make, seeing the kind of Government they had to manipulate the matter. He was afraid the Premier was trying to hoodwink the honorable the Speaker.

Mr. McILWRAITH said the plan shown to the Speaker was not the plan at all that had been put on the table to be approved of, and on which the Speaker had just expressed his decision. He never saw such confounded ignorance in his life as that exhibited by the honorable the Premier.

Mr. J. SCOTT also said the plan shown to the Speaker was not the parliamentary plan.

Mr. AMHURST said this was a most serious question. The honorable the Premier had deliberately tried to delude the House. He certainly thought the honorable the Speaker should initial every plan, after the conduct of the Premier. Was that an honest way of conducting the business of the country?

Mr. GROOM said he should like to ask what plans they really had approved of? If four or five parliamentary plans had been laid on the table, it was contrary to all previous parliamentary practice he had seen adopted in that House. He had always understood the honorable the Secretary for Works simply to lay on the table the parliamentary plans for the approval of the House, but of course they were not the plans on which the railway was constructed, because the engineer in charge of the works was not bound by the parliamentary plans at all. If there were different plans on the table, he should be prepared to go with the honorable member for Kennedy, and say it should be specified by resolution of the House that they should adopt the cheapest route for the line. He asked the honorable the Speaker, if three or four plans had been laid on the table, which the House had approved of?

Mr. McILWRAITH said the honorable member was too late, and if he had been attending to the business of the House he would know that he had voted for the more expensive line. There was only one plan on the table of the House, and the ignorance of the honorable the Premier was something extraordinary, for he picked up a plan which was not on the table of the House, and had nothing to do with the railway in question, and handed it to the honorable the Speaker. The plan the House had approved of was the

line on the west side of the Mary River, and there was no other plan on the table at all.

Mr. MORGAN said he heard it stated, early in the evening, that the plans approved by the Government were those marked red, and he did not see what difficulty there could be about the matter.

Mr. McILWRAITH asked the honorable the Speaker whether, after the facts that had been brought under his knowledge, he did not require to alter his previous decision? He had given a decision on a certain plan, and now it had been shown that that plan was not before the House at all, and was not the one on which the discussion had taken place.

The SPEAKER: I can assure the honorable member for Kennedy that there is only one line shown on this plan, and that the line described by Mr. Thorneloe Smith as "the straight line," starting on the other side of the river from Maryborough, is not shown here at all.

Mr. McILWRAITH: Are you quite sure you have got the parliamentary plan this time?

The SPEAKER: Yes. I may inform honorable members that the honorable the Premier laid on the table a plan on a reduced scale for the convenience of members, which I believe is the same plan as the parliamentary plan, only on a smaller scale.

Mr. WALSH said after the trick that had been attempted to be played on the House, he thought the honorable the Speaker should put his initials on the plan the House had approved of. The plan the honorable the Premier had shown to the Speaker was not the plan they had been discussing at all; none of them had seen it before, and now the plan subsequently handed to the Speaker seemed to have disappeared.

The PREMIER: They are all there.

Mr. WALSH thought it was their duty to see that the honorable the Speaker put his initials on the line that they were adopting, and to allow no departure from it.

Mr. GROOM said that the object of the honorable member for Kennedy might be secured when they came to the loan vote. They should then decide to take the cheapest line, and not the more expensive one.

Mr. McILWRAITH said he had examined the plans on the table, and when he did so, the one referred to was not amongst them, and how it got there since he did not know. He did not know what security honorable members had when they passed certain plans that they were records of the House. The honorable the Speaker did not seem to know them, and the Premier himself did not know them. The honorable the Speaker had assured them that another plan on a smaller scale had been laid upon the table, but it was not laid on it in a regular way, and was not a record of the House. How were members to know which were the plans?

The SPEAKER: The plans for the Gympie and Maryborough line are in four separate sheets, and a plan upon a smaller scale was

laid upon the table some days ago in a regular way, and is a record of the House. With reference to the amendment of the honorable member for Kennedy, I do not see how it can be put, since he asks that a certain line which is not shown on the plans—that described by Mr. Thorneloe Smith as the "straight line,"—shall be the one approved of.

Mr. WALSH said this was a serious question of privilege. Did he understand that there was a record of the approved plans—the larger one and the smaller one—of the Maryborough and Gympie line?

The SPEAKER: Yes.

Mr. WALSH said that, of course, would exonerate the Government, if they could show it.

The SPEAKER: The parliamentary plans first laid on the table are stamped and marked as records of the House. The smaller plan laid on the table afterwards was not laid on as a parliamentary plan, but merely in one sheet for the convenience of members.

Mr. J. SCOTT said the honorable the Premier, in his opening speech, stated that there was a third line laid down, and he should like to know what had become of the third, as on the plan there was only two.

The PREMIER said that was in the case of the Warwick and Stanthorpe line.

Mr. MACROSSAN said he understood the honorable the Premier, in introducing the resolution, to direct attention to the line marked red, and if there was only one line on the parliamentary plan, why make between the line marked red and those marked any other color. He found in book of reference, that the plans were referred to as 160, 161, 162, and 163, so that there was more than one plan.

The PREMIER: There are four portions of one plan.

Mr. MACROSSAN said it seemed to him that this multiplicity of plans had been put on the table simply to confuse members, and even the Government themselves did not understand them.

Mr. MACROSSAN: Am I to understand that my amendment cannot be put?

The SPEAKER: Yes, it cannot be put.

Mr. MACROSSAN: Then I must take some other opportunity of moving to ascertain whether the cheapest or dearest route shall be employed.

Mr. FRYAR said it had been suggested that the matter might be put right during the passage of the loan vote, but if they approved of the circuitous route, he did not see how that course could be followed. The question might arise, whether Government had a right to deviate from the Parliamentary plans.

The PREMIER: We may deviate to some small extent—150 yards, I think.

Mr. O'SULLIVAN would like to know which plan the House had approved of?

The SPEAKER said it was necessary to cut the sheet up into several pieces, because

there were 60 miles of railway, but there was only one line.

Mr. McILWRAITH: I beg your pardon, Mr. Speaker. There were three lines—the alternative line and two deviations. I examined them minutely when the plans and sections were laid upon the table, but they are not there now.

The PREMIER: It was only a small plan, and it was sent to the Works Office.

Mr. LORD: I saw the plan myself.

Mr. FRYAR: And I had the same plan in my hand.

Mr. PALMER said it was very evident the plans had been manipulated since they were placed on the table of the House. He remembered the plan perfectly, because it was pointed out to him where the land deviated to go through the land of the member for Wide Bay. It was shown to him as something remarkable that the line should go through the honorable member's farm. The question was, where was the missing plan?

Mr. MORGAN said he was sorry to hear these disagreements about the plans: a good deal of them were fictitious. The plans had been on the table weeks, if not months, and honorable members were themselves to blame if they had not studied them.

The SPEAKER said the Clerk was not informed of the number of sheets, which were scattered about on both sides of the House as soon as they were placed upon the table, and before there was an opportunity of registering them. What the honorable member for Kennedy referred to as a straight line by Mr. Thorneloe Smith, did not appear upon the plan now before him.

Mr. McILWRAITH was sorry to say that the honorable the Speaker had not solved the difficulty. Two plans had been actually approved of in the motion passed; which was to be acted upon? The alternative line and the deviation line were both approved of at present.

Mr. GROOM said it was the Speaker's duty simply to affirm what the decision of the House was, and not to say whether this or that plan had been approved of. This was not the first time he had seen half-sections of different lines of railway on the same parliamentary plan. The permanent plans, for which tenders were called, were very different things. The line over the Main Range was no more the line of which Parliament approved, than this House was like the old building in Queen street.

Mr. PALMER: The member for Toowoomba forgets that there are two lines on the table, and that both have been approved of.

Mr. GROOM: That is the responsibility of the Government.

Mr. PALMER: I do not care about that. What I say is, that there are two distinct plans upon the table, and the House has approved of them.

The PREMIER: The House has approved of the line *via* Antigua. I asked the House

distinctly to approve of the line between Maryborough and Gympie by way of Antigua, and the plans of the line were laid upon the table of the House. I may state, further, that I reduced that map to a smaller scale at the instance of the honorable member for Maranoa. Here is the map, and upon it the deviation is marked in blue, and no one knows all this better than the honorable member himself. I say there is only one line approved of by the House—the line by way of Antigua, and not by Myrtle Creek.

The ATTORNEY-GENERAL: There seems to be an easy way of getting out of the difficulty. It can be done by adding to the second sub-section some such words as "being the line by way of Antigua."

MR. WALSH: We are now on the next section, and we cannot do that unless we re-commit the measure. We are committed to make two railways, for we have approved of two.

The MINISTER FOR LANDS: No.

MR. WALSH: I cannot discover which is the line intended by the Government.

The PREMIER: Why the honorable member has been told a dozen times over.

MR. WALSH: And the oftener he tells us the less we shall understand. There is no honorable member on that side of the House who knows what line we are committed to.

The MINISTER FOR LANDS: Oh, yes.

The PREMIER: Question. Question. This is mere waste of time.

MR. WALSH: To ensure that the proper line should be passed, I asked you, sir, to initial these plans, because a simple stamp affixed in passing through the Clerk's office does not give an official character to a document. I believe there has been a deal of shuffling over this business, and it is time it was put a stop to.

The SPEAKER: It is quite competent for the honorable the Attorney-General to move an addendum to the second clause of the resolution.

MR. PALMER: But you stopped the honorable member for Kennedy.

The SPEAKER: The line the honorable member for Kennedy spoke of was not upon the plan at all.

MR. GROOM: With all due deference to you, sir, if the Attorney-General can put this addendum, the member for Kennedy may put his. But I submit, with all respect to your ruling, that the House having affirmed that the words proposed to be omitted stand part of the question, no amendment can be put.

MR. J. SCOTT: As the words are, "Stand part of the question," anything can be added.

MR. GROOM: I beg pardon, it cannot.

The SPEAKER: I beg to call attention to the 60th Standing Order:—

"No amendment shall be proposed to be made in any words which the House has resolved shall stand part of a question; or shall be inserted in, or added to a question, except the addition of other words thereto."

The honorable member for Toowoomba does not seem to understand why I ruled that the amendment of the honorable member for Kennedy cannot be put; it is because the line mentioned by the honorable member for Kennedy is not mentioned upon any plan before the House. You cannot approve of a plan which has not been laid before the House.

MR. WALSH wished to know which was the plan of deviation to which the House were supposed to have consented?

The PREMIER said the honorable member had been told half-a-dozen times already.

MR. WALSH wished to know where the plan was that was said to be adopted? Had not honorable members spirit enough to demand it from the Government? Why, there should be some mark put upon it, in order to know hereafter whether the Government faithfully carried out that plan. It was of no use the Premier saying that it was the line going to Antigua—he knew that.

MR. MACROSSAN said that as they had approved of two distinct parliamentary plans, it should be the duty of some person to indicate which of the two was to be the one carried out. The Premier had stated that the only deviation allowed would be 150 yards.

The PREMIER: Yes; according to the Railway Act.

MR. MACROSSAN said that if such was the case, what authority could the Government have for adopting any one of those plans in preference to another? They had got into a muddle, and to give the House an opportunity of getting out of it, he would move at the end of the word "House," in the second section, the insertion of the following words—

"The same being a plan and books of reference and sections of the direct line."

The SPEAKER: The honorable member cannot move such an amendment, as it is not shown that the plan is on the table of the House, nor has the House been asked to adopt that plan.

MR. MACROSSAN: I will then ask you, sir, which is the plan we have been asked to approve of?

The SPEAKER: The House has been asked to approve of both of the plans.

MR. AMHURST: I should like to know who put the two plans on the table; the Premier said there was only one plan.

The PREMIER: There was one found in the corner here.

MR. AMHURST: I am surprised at the Premier making such a statement after saying there was only one plan.

MR. IVORY: If the Premier had taken any pains in the matter, he would have known that there were two plans at any rate, although he said there was only one. We have your statement, sir, that we have agreed to two plans. With the view of enabling the Premier to get out of this fog, I think we had better adjourn.

The ATTORNEY-GENERAL: I move the addition of the following words, to save any further mistake:—

“being the plans, sections, and book of reference of the railway *via Antigua*.”

Question put and passed.

The resolution as amended was then agreed to.

VICTORIA BRIDGE BILL.

The COLONIAL TREASURER moved—

That this Bill be now read a third time.

Mr. WALSH said that it was a most extraordinary thing to ask the House to assent to the third reading of the Bill at that late hour, and if he could get anyone to support him, the Bill should not pass that night. It was not from any factious spirit that he was opposing it, but the honorable member had promised that the Bill, as amended, should be in the hands of honorable members that morning.

The COLONIAL TREASURER: And so it was.

Mr. WALSH said he had not seen it, and he promised, that if he was supported, the Bill should not go through if he had to sit till the next afternoon. On the other hand, if he was allowed time to look over it, he would not oppose it; he merely wanted to see if it was in such a shape that it would be creditable to allow it to leave that chamber and go to the Legislative Council.

Mr. GROOM said that an arrangement had been made on the previous evening, when the Bill passed through committee, that if it was printed as amended, and placed in the hands of honorable members that morning in order that they might see that all the amendments were in it, there should be no opposition to the third reading. The honorable member for Port Curtis, who moved so many amendments in it, had left the House—

Mr. WALSH: He did not know it was coming on.

Mr. GROOM said that from what he knew of the honorable member for Port Curtis, that honorable gentleman would not have opposed the third reading. The honorable member for the Bremer, before he left that afternoon, read over the Bill very carefully to satisfy himself that it was correct. The session could not last much longer, and it was simply to facilitate the public business that he would ask the honorable member to withdraw his opposition.

Mr. EDMONDSTONE said, that on the previous evening, the honorable member for the Warrego said that he would not oppose the third reading if the Bill was circulated that morning, and yet now that honorable member was the first to oppose it.

Mr. MACROSSAN said that the arrangement which had been mentioned by the honorable member for Toowoomba was, he believed, that agreed to by the honorable member for Port Curtis. He had seen the Bill, and it appeared to him satisfactory; at the same time, it was an unusual course to ask honorable members to assent to the third reading of a Bill at 12 o'clock at night.

The question was put and passed.