

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

TUESDAY, 18 JULY 1882

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LEGISLATIVE ASSEMBLY.

Tuesday, 18 July, 1882.

Bulimba Election.—New Member.—Questions.—New Bills.—Tramways Bill—second reading.—Immigration Bill—second reading.—Adjournment.

The SPEAKER took the chair at half-past 3 o'clock.

BULIMBA ELECTION.

The SPEAKER announced the return of the writ issued by him for the election of a member for the Electoral District of Bulimba, with a certificate endorsed thereon of the election of John Francis Buckland, Esq., as a member for the said electoral district.

NEW MEMBER.

Mr. John Francis Buckland was sworn in and took his seat as member for the Electoral District of Bulimba.

QUESTIONS.

Mr. COOPER asked the Colonial Treasurer—

1. Is it the intention of the Government to send the hopper barge now in course of construction in England to Port Douglas on its arrival in this colony?

2. What steps, if any, have been taken by the Government to despatch a steam launch to Port Douglas to aid in the improvement of its harbour?

The COLONIAL TREASURER (The Hon. A. Archer) replied—

1. It has not yet been decided at which of the Northern ports the hopper dredge will begin to work.

2. The steam launch for Port Douglas, which ought by contract to have been delivered early in January, is only now ready and will be despatched in a few days.

Mr. COOPER asked the Minister for Works—

1. If he is in receipt of any Report from Mr. Christopher Palmerston in reference to the survey of the Coast Range for a suitable gap through which to construct a line of railway from Herberton to the Coast?

2. Whether any competent surveyor has been appointed by the Government to report on the facilities for the construction of a line of railway from Herberton to the Coast?

3. Is it the intention of the Government to at once employ a portion of the funds available for railway survey purposes for the purpose of surveying a line of railway from Herberton to the Coast?

4. If it is the intention of the Government to place a sum of money upon this year's Estimates for the construction of the first section of the line of railway between Cooktown and Maytown?

The MINISTER FOR WORKS (The Hon. J. M. Macrossan) replied—

1. Three progress reports have been received from Mr. C. Palmerston.

2. No.

3. The intention of the Government will be made known to Parliament at a later period of the session.

4. The intentions of the Government in this matter will be duly disclosed to the House at a later period of the session.

The HON. S. W. GRIFFITH asked the Premier—

Is it the intention of the Government, in view of the present state of affairs in Europe, to invite the immediate attention of this House to the question of the Defences of the Colony?

The PREMIER (The Hon. T. McIlwraith) replied—

The state of affairs in Europe has not, up to the present time, made it necessary for the Government to invite the immediate attention of the House to the question of the defences of the colony.

The subject of defences will come on for consideration when the Estimates, to be laid on the table at an early date, are being discussed.

Mr. GRIFFITH asked the Colonial Treasurer—

1. Have any further payments been made to Mr. F. A. Cooper, a member of this House, on account of the Public Service, since the 19th July, 1881?

2. If so, what amounts, on what dates, and for what services?

The COLONIAL TREASURER replied—

1. Yes.

2. £300, on the 30th September, 1881; £100 on the 31st December, 1881; £400 on the 15th June, 1882; for revising, compiling and indexing, and digesting the Statute Law of Queensland.

NEW BILLS.

On the motion of Mr. GRIFFITH, leave was given to introduce a Bill to repeal the Act 26 Victoria, No. 5, intituled "An Act to give the force of law to Regulations for the Introduction and Protection of Labourers from British India."

Bill read a first time.

Mr. GRIFFITH said he did not know what course would suit the convenience of the Government, but it was desirable that the Bill should be gone on with as soon as possible. If the Government could not take it on a Government day, he should move that the second reading stand an Order of the Day for Thursday week.

The PREMIER said he had not seen the Bill, but it was rather too much to ask a Government day for the consideration of a private Bill, as the Government now had only two days in the week.

On the motion of Mr. GRIFFITH, the second reading of the Bill was made an Order of the Day for Thursday week.

On the motion of Mr. DICKSON, leave was given to introduce a Bill to enable the Corporation of the Synod of the Diocese of Brisbane to sell or lease three allotments of land in the town of North Brisbane, and to apply the proceeds or the rents to Church purposes.

Bill read a first time.

TRAMWAYS BILL—SECOND READING.

The MINISTER FOR WORKS said he thought most people were agreed that tramways were more or less a public necessity, very much like railways, and it would therefore be unnecessary for him to say much in moving the second reading of the Bill. There was a time, no doubt, when objection was made to the introduction of tramways in England; but the same objection was made to the introduction of railways. Tramways were, however, now to a very large extent used in the chief cities in Europe, and were beginning to be used very extensively in the United Kingdom. About this time last year there were 368 miles of tramways in the United Kingdom, which he believed gave considerable satisfaction; and there were a good many miles of tramway built in the city of Sydney, which had also given general satisfaction to the people of Sydney. If they might judge by the cost of tramways in Sydney as compared with the cost in Great Britain, and also the cost of railways here and elsewhere, they might hope to have tramways built here cheaper than they had cost in Sydney, and much cheaper than in England. In England the average cost of tramways had been between £14,500 and £15,000 per mile. The cost was much less in Sydney, and the average and net receipts were also much greater in New South Wales than in any part of England. The net receipts of Great Britain and Ireland amounted last year to about 4½ per cent., whereas the net receipts in New South Wales were something over 12 per cent., and he had

been informed by the New South Wales Commissioner that the net receipts for the present year would be much larger; so that he thought there was every encouragement to commence the construction of tramways in Brisbane, or in some other part of the colony. He believed they would be useful for many of the country districts under divisional boards, and, as hon. members would find, provision was made in the Bill for the construction of tramways by local authorities. He would go through a number of the clauses of the Bill, and would leave the discussion of them to other members who might follow him. The first principal clause was clause 5, part II., giving power to a registered company or local authority to construct a tramway, and was as followed:—

"1. Subject to the provisions of this Act—

a. A company of persons registered under the Companies Act of 1863, or

b. The council of a municipality, or any other local authority having control, for the time being, of the streets in which a tramway is laid or intended to be laid—

may construct, maintain, and work a tramway upon and through any street, with all proper rails, plates, works, sidings, junctions, stations, approaches, and conveniences connected therewith; and may enter upon, purchase, take, and use any lands required for these purposes.

"2. Every such company, council, or other local authority as aforesaid, shall be deemed to be the constructing authority of the tramway for the purposes of this Act."

Clause 6 said:—

"1. When a constructing authority desire to undertake the construction of a tramway, they shall apply to the Minister for an Order in Council to construct the same, and shall cause to be prepared—

a. Plans, sections, specification, and book of reference of the proposed tramway; and

b. An estimate of the cost of the same.

"2. A certified copy of such plans, sections, specification, book of reference, and estimate shall be deposited with the Minister, and in the office of every council or other local authority having jurisdiction over the streets in which the tramway is proposed to be laid.

"3. When the constructing authority is a company, they shall also deposit with such plans—

c. A certified copy of the memorandum of association;

d. The full name and place of residence of every shareholder, and the number of shares held by him;

e. The amount of capital paid up to date.

"4. The company shall also deposit in the Colonial Treasury a sum equal to one-twentieth part of the estimated cost of the tramway, which sum shall be detained by the Treasurer as security for the due completion of the same.

"5. A notice stating that such application, with plans, sections, specification, book of reference, and other documents (if any) have been deposited as aforesaid, and are at all reasonable times open to the inspection of every ratepayer interested therein, shall, at the cost of the constructing authority, be published for one month at least—

f. In some newspaper generally circulating in the district through which the tramway is intended to be laid;

g. In the *Gazette*; and

h. In one of the Brisbane daily newspapers.

"6. A true copy of every newspaper containing such notice, and a reference to the dates and pages of the *Gazette* containing the same, shall be deposited with the Minister before he submits an application to the Governor in Council."

So that every precaution was taken that nothing should be done in a hurry, and that everything connected with the construction of a tramway should be undertaken with the greatest publicity. The 7th clause was—

"1. Within one month after the first publication of the notice aforesaid, any corporation or person having property likely to be affected or injured by the proposed tramway, may forward through the Minister a petition to the Governor in Council, praying that the application may be refused or the plan altered, as the case may be, for the reasons set forth in the petition.

"2. Every signature to a petition other than the common seal of a municipality shall be verified by the solemn declaration of some person signing such petition, and no petition unaccompanied by such declaration shall be received by the Minister."

In clause 8—

"1. At the expiration of two months after the notice of an application has been first advertised in the *Gazette*, the Minister, if satisfied—

a. That the provisions of this Act have been substantially complied with;

b. That the councils having control over the streets through which the tramway is proposed to be laid have made no reasonable objection to its construction;—

He thought that the word "reasonable" might be very well altered to "sufficient," and thus the clause would read, "no sufficient objection"—

c. That the construction and working of the tramway will be for the public benefit; and

d. That the capital of the company (if a company be the applicants), as fixed by the memorandum of association, is sufficient for the proper construction, equipment, and working of the tramway—

shall submit the application to the Governor in Council, with all petitions and other documents relating thereto, together with the Minister's recommendation in respect of such application.

"2. The Governor in Council may thereupon make an Order in Council—

a. Approving of the plans and authorising the applicants, subject to the provisions of this Act, to construct the tramway within such time, and with such modifications, if any, as appear to him expedient; or

b. Disapproving of the plans and refusing the applicants permission to construct the tramway.

"3. The applicants, when so authorised, shall be deemed to be the constructing authority for the purposes of this Act, and of the Public Lands Resumption Act of 1878."

That was done in imitation of the system which was followed in Great Britain. When the constructing authorities there wished to make a tramway they applied to the Board of Trade and received from them an Order in Council or provisional order for the making of the tramway, and then at the end of the next ensuing session of Parliament the Minister who had charge of that department laid on the table of the House Bills approving of all the tramways which had been constructed under provisional orders during the recess; thereby greatly shortening the work of Parliament. Having made all the necessary arrangements, a provisional order was issued, and the sanction of Parliament was obtained at the end of the session. The Bill before them proposed to carry out the same system, and the constructing authority would be obliged to comply with its provisions. Part III. gave power to borrow money. Clause 9 said—

"The company may, in the manner prescribed by its articles of association,—

1. Borrow money for the purpose of constructing or extending the tramway; and

2. Convey, assign, or otherwise charge the tramway by way of mortgage with all usual and necessary powers and remedies to the mortgagee, including a power of sale in case of default in payment of the principal of such money, or the interest thereon, or any part thereof."

Clause 10 provided:—

"Every mortgage made or issued under the authority of this Act shall be subject to the power of purchase reserved to the council by this Act."

That was, that the council would have the power of purchasing the mortgage as well as the tramway made by a company. Clause 11 said:—

"Every mortgage-debenture issued by the company shall be—

1. In the form or to the effect of the first schedule to this Act;

2. Under the common seal of the company, and signed by two directors;

3. Numbered consecutively, so that no two debentures shall at any time bear the same number;
4. For a sum of not less than one hundred pounds; and be
5. Repayable, both as to principal and interest, at a place within or without the colony named in the debenture, and at a time specified therein not exceeding twenty-five years from the date of issue thereof."

Clause 12 provided:—

"1. The interest on every such debenture shall not exceed six per centum on the amount thereof, and shall be payable half-yearly.

"2. Separate coupons for each sum so payable, in the form or to the effect of the second schedule hereto, and numbered consecutively for each debenture, shall be attached thereto.

"3. No such debenture shall be sold by the company at such a price as will produce to the purchaser an interest of more than six per centum on the price paid."

So that a company was prevented from selling debentures at such a price as would produce more than 6 per cent. on the amount paid. Clause 13 provided that debentures and coupons should be transferable by delivery. Clause 14 provided for the appointment of agents for raising loans on the part of a company, and that such agents might give acquittances for money so raised. Clause 15 said that a mortgage was to be a first charge. Clause 16 provided that—

"A certificate in the form or to the effect of the third schedule hereto, under the common seal of the company, and purporting to be signed by two of the directors for the time being, stating the amount previously borrowed and then unpaid, shall be conclusive evidence in any court of judicature, as against the company, that no more than the total sum of money mentioned in such certificate had at the date thereof been previously borrowed and then remained unpaid."

Clause 17 provided that—

"A certificate authenticated as aforesaid in the form or to the effect of the 4th schedule hereto, stating that the sums mentioned therein are authorised to be borrowed, shall be conclusive evidence in any court of judicature, as against the company, that the directors are lawfully authorised to borrow the sums of money named in the certificate, and that all conditions have been duly fulfilled."

Clause 18 fixed the penalty for falsely sealing or signing a certificate. Clause 20 provided that if a mortgage was not paid the mortgagee might apply for relief by petition, that the property might be sold, and that receivers might be appointed. Clause 21 provided that the power for the recovery of fines was to be vested in receivers. Clause 22 said that—

"Every receiver shall, before entering on his office, give such security for the faithful execution thereof as the judge directs."

Clause 23 provided:—

"All moneys arising from any sale as aforesaid, and all moneys received by the receiver, shall be applied only under the order of a judge, as follows:—

1. In payment of the expenses of the application and order, and of the expenses of any sale authorised as aforesaid;
2. In the payment of such remuneration to the receiver as the judge directs;
3. In the payment of the principal moneys so secured, with the interest thereon;
4. The residue, if any, shall be paid to the company;

and the receiver shall account for all such moneys in such manner as the judge directs.

"Provided that in the distribution of the assets of the company no mortgage-debenture holder shall have any preference over any other debenture holder by reason of any priority of date, by obtaining an order under this part of this Act or otherwise; but all debenture holders shall rank alike, and be entitled to a share of such assets in proportion to the number and value of their shares."

Clause 24 provided that when a loan was paid off the powers of the receiver should cease; and

clause 25, that the mortgage should be a debt of the body corporate. Clause 26 provided that—

"Nothing herein shall be deemed to authorise the council, on purchasing any tramway under the authority of this Act, to require any person holding a mortgage to receive payment of the principal moneys secured thereby unless the time prescribed in such mortgage for repayment has arrived."

The mortgagee was restrained by clause 27 from selling without notice to the council. Clause 28 provided for the exercise of power to purchase on the part of the council, as followed:—

"1. If the council exercise the powers of purchase conferred by this Act, and the tramway or any part thereof is at the time charged with any moneys borrowed by the company, and the moneys charged are less than the purchasing price under the provisions of this Act, the price to be paid to the company shall be the difference between the moneys charged and the price so determined.

"2. If the moneys charged are more than such price, the company shall pay to the council the difference between such price and the money charged.

"If the money charged or any part thereof bears interest at a higher rate than 5 per cent. per annum, the Governor in Council shall determine what, if any, is a proper sum to be allowed to the council as a rebate in respect of any interest on the amount charged in excess of 5 per centum per annum; and the amount so ascertained, if any, shall be added to the principal money, and as between the council and the company shall be deemed the amount charged upon the tramway."

Part IV. of the Bill related to the construction of tramways by companies. The 1st clause in it provided that the centre line of every tramway should be the centre line of the street, or at a distance of not more than 11 feet therefrom. The object of that provision was, of course, to ensure sufficient room for the ordinary traffic to pass the trams. Clause 30 provided that the company should not, except with the consent in writing of the council, alter the levels of any street. The alterations made necessary in roads and bridges were dealt with in clauses 31 and 32, as followed:—

"Before the tramway is constructed on a street which is only partially made or metalled, the company shall, to the satisfaction of the council, make and metal so much of the roadway as will leave a clear metalled space of not less than twelve feet—

1. Between the lines of a double line of tramway, or
2. On one side of the line of a single line.

"Before constructing the tramway on or across a bridge, whether previously existing or erected by the company, they shall, to the satisfaction of the council, make the bridge of the requisite strength and width for carrying the traffic, as well of ordinary vehicles as of the tramway, with safety and convenience."

The clauses which followed—33 and 34—dealt with the mode of construction prescribed by the Bill:—

"The tramway shall be constructed and maintained in the manner following, that is to say:—

1. The two rails shall be laid at a distance of four feet eight and a-half inches apart, or at such other distance apart as the Governor in Council from time to time authorises or prescribes.
2. The uppermost surface of each rail shall be on a level with the surface of the street.
3. The rails shall be of iron or steel, of the weight of not less than twenty pounds to the yard.
4. The groove in or between any rail or rails shall not exceed one and one-quarter inch in width.
5. The outer side of every rail shall be guarded to the satisfaction of the council.

"1. The tramway shall be so constructed and maintained as not to impede or obstruct the ordinary traffic of the street.

"2. No conveyance of the company shall stand at any point in the street other than a terminus of the tramway, except for the purpose of taking up or setting down passengers.

"3. The public shall at all times be entitled to the free and uninterrupted use of every part of the street, save when any conveyance of the company is passing or about to pass along it, or is lawfully standing thereon."

Clauses 35 and 36 provided that the council should have no right to the soil of the street, but might, subject to certain restrictions enumerated in clause 37, break up a street for the purpose of constructing, maintaining, or renewing the tramway. Clause 38 provided that—

“Any person who—

1. Wilfully obstructs a person acting under the company's authority in the lawful exercise of his powers in forming, repairing, or renewing the tramway; or
2. Defaces or destroys a mark made for the purpose of setting out the line; or
3. Wilfully damages or destroys any of the company's property—

shall for every such offence forfeit a penalty not exceeding five pounds.”

Clause 39 provided that—

“The company shall not, without the consent of the council having control thereof, break up at any one place more than fifty yards of a street; and they shall leave an interval of at least one hundred yards between any two places broken up in the street at the same time.”

The company were also compelled by clause 40 to restore the street within three weeks—unless the council enlarged the time—remove all surplus material, and keep proper lights while work was going on. A penalty on breach of that section was provided by clause 41. Clause 42 provided that—

“1. Nothing contained in this Act shall take away the power vested for the time being in the council to break up a street or to alter its levels.

“2. In the event of any street level being altered, the company shall alter the levels of the tramway to correspond therewith.

“3. In exercising such powers the council and the company shall be subject to the following provisions:—

a. The council shall cause as little detriment or inconvenience to the company as circumstances will admit.

b. Before beginning any work likely to interrupt the traffic of the tramway, or endanger the safety or convenience of its passengers, the council shall, whenever practicable, give to the company forty-eight hours' notice of the intention to begin the work.

c. For the purpose of executing the work the council may, by notice, require the company either to stop the traffic on any portion of the tramway affected by the work, or during its continuance to secure the tramway at the company's risk and cost. But the council shall complete the work with all reasonable expedition.

d. If, in order to the proper execution of the work, it becomes necessary to remove the tramway, the company may lay it down in some adjacent and convenient place, and after the work has been completed may replace the tramway in its original position; the cost of the laying down and replacement to be borne by the council.”

The powers of other persons in respect of gas or water supply, on telegraphic apparatus, were similarly reserved in clause 43. The company were empowered by clause 44 to alter the position of gas or water pipes, or of telegraphic apparatus, upon giving notice to the persons interested, subject to certain restrictions enumerated in the clause. A similar provision with reference to necessary alterations of drainage works was contained in clause 45. Clause 46 provided that—

“1. The company shall be answerable for any accident, damage, or injury happening through the act or default of the company, or of any person in their employment, or by reason or in consequence of the works executed by them.

“2. The company shall indemnify all councils or other local authorities and persons from all damages and costs in respect of such accident, damage, and injury.”

Clause 47 required that the tramway should be completed within two years, but gave the Governor in Council power to extend the term for a further period not exceeding twelve months.

If it were not then completed the company's powers would cease. The Governor in Council might, by clause 48, on completion of the tramway, order the repayment of the sum deposited as security. If the tramway were not completed within the time prescribed or extended, the amount deposited might, by clause 49, be either paid to the council as compensation for damage done to the streets, or be paid into the revenue. Part V. dealt with the maintenance of tramways. Clauses 50 and 51 provided:—

“50. The company shall, at their own expense—

1. Keep the tramway in good repair and working order at all times;

2. Provide cars in sufficient numbers for the accommodation of the public from the hour of seven in the morning until ten o'clock in the evening of every day except Sunday.

“51. The company shall, at their own expense, at all times maintain in good condition and repair, with such materials and in such manner as the council direct, and to their satisfaction—

1. So much of the road upon which the tramway is laid as lies between the rails thereof; and

2. So much of the road as extends eighteen inches beyond the rails of and on each side of the tramway.”

Should the company fail to comply with the provisions of those two sections, the council were required by clause 52 to do so at the company's expense. If they abandoned the tramway works, they were required, by clause 53, to restore the roadway, and should they fail to do so after notice, the council were required to restore it at the expense of the company. Clause 54 provided that—

“The cars of the company shall be of the following description, that is to say—

1. They shall be drawn by horses, or, with the concurrence of the council, by steam or other motive power.

2. Every car shall be furnished with a brake, to be worked, if required, from each end of the car.

3. No car shall extend beyond the outer edge of its wheels to a greater distance than eleven inches on each side.

4. The cars may be provided with flange-wheels, or wheels specially adapted to run in a grooved rail.”

Clause 55 provided that—

“1. No car shall travel on the tramway at a greater speed than is allowed by law, or by the by-laws of the council.

“2. Any person committing a breach of this section shall be liable for each offence to a penalty not exceeding twenty pounds, or to be imprisoned and kept to hard labour for a term of six calendar months.”

The general speed of the trams, he estimated, would be about six miles an hour including stoppages, or eight miles an hour without stoppages. Clause 56 gave the company the exclusive use of the tramway, and provided that any person who wilfully used the rails of the tramway for the purpose of driving or propelling any conveyance thereon, should forfeit to the company a sum not exceeding twenty pounds. The company might, by clause 57, make contracts with any person—(1) for the use by him of the tramway; (2) for the charges to be paid by him therefor; and (3) for the terms and conditions thereof, and all incidental matters. Clause 58 provided penalties to be enforced against any person interfering in the ways enumerated, with the tramways. Part VI. related to matters connected with the traffic upon tramways. The fares, by clause 59, were limited to a sum not exceeding 2d. per mile or fraction of a mile, for each passenger; luggage was to be carried free; and the company were not bound to carry goods. Clause 62 provided that—

“There shall be posted in some conspicuous place inside every car used on the tramway, a printed extract from the company's regulations, containing—

1. A list of the fares demanded by the company for carriage on the tramway; and

2. Instructions as to whom, in what manner, and at what places such fares shall be paid.”

The restrictions as to fares was by clause 63 made applicable to the ordinary cars only. Clause 64 provided a penalty for evasion of fare, and gave the officers of the company power to detain offenders. Clause 65 provided that:—

"1. No person shall carry dangerous chemicals or explosives on the tramway; and a person who carries or attempts to carry such goods on the tramway shall be liable to a penalty of twenty pounds.

"2. Any of the company's servants, or any constable or justice of the peace, may require to be opened any parcel reasonably suspected to contain dangerous goods."

Part VII. dealt with dangerous or inconvenient tramways, and insolvent companies. The first section of that part—clause 66—contained provisions for the removal of dangerous or inconvenient tramways, and the reference to arbitration of any questions relating thereto. The company was required to remove or alter tramway, and should they fail to do so within the time prescribed the council might do so at the company's expense, and might also sell the material to defray expenses. Tramways not being worked might, by clause 67, be removed or seized by the council. Clause 68 enacted that—

"Any person who, being in charge of the tramway for the time being or otherwise, unlawfully—

- a. Refuses to hand over possession of the same, with its appliances, to the council; or
- b. Hinders or obstructs the council in taking possession of the tramway under the provisions of this Act—

shall be liable to a penalty not exceeding one hundred pounds, or six months' imprisonment."

Clause 69 provided that—

"Where the council have taken possession of the tramway, pursuant to the foregoing provisions, they shall, for the purpose of maintaining and working the tramway, enjoy for the time being the same privileges and be subject to the same restrictions and obligations as the company previously enjoyed and were subject to.

"Provided that the council shall incur no liability on account of the company's debts, or other liabilities or engagements.

Clause 70 provided that—

"If within six months after the council have taken possession of the tramway the company prove to the satisfaction of the Minister that they are competent to work the tramway for the public advantage, and to comply with all the provisions of this Act, the Governor in Council may—

1. Order the council on receipt of all reasonable expenses incurred by them in taking possession, maintaining, and working the tramway, to restore it to the company; or,
2. Authorise the council to retain the tramway and work the same for public purposes; and in such case,
3. Order the council to pay as compensation to the company such sum as may be agreed upon between the council and the company as the value of the tramway, with all the cars and other appliances used for working the same."

In cases of dispute, it was provided, by clause 71, that the question should be determined in the manner provided by the Public Works Lands Resumption Act of 1878. Part VIII. related to by-laws, penalties, appeals, and notices. Part IX. related to municipal privileges and rights, and the first section—clause 82—was as followed:—

"1. On the first day of January in every year, after the tramway has been opened for traffic, the company shall pay to every council having control of the streets respectively along which the tramway is laid, as the annual value of the tramway, rates not exceeding the following scale, that is to say—

- a. Where the tramway is laid within a municipality, the sum payable shall be calculated at the rate of two hundred pounds for each mile, or portion thereof, of the streets on which the tramway is laid.
- b. Where the tramway is laid within a division, the sum so payable shall be at the rate of one hundred pounds for each mile or portion thereof.

"2. Such rates shall be levied and collected in the same manner as rates are levied and collected by the municipal authorities under the laws in force for the time being for the government of municipalities; and such rates shall form a portion of the municipal fund.

"Provided that, save as in this section prescribed, neither the tramway nor its appurtenances shall be liable to any municipal taxes whatever."

Clause 83 provided that—

"The Council shall have the like powers of—

1. Making and enforcing rules and regulations; and
2. Granting licenses with respect to all carriages using the tramway, and to all drivers, conductors, and other persons having charge of or using the same;

as they are for the time being entitled to make and enforce in respect of hackney carriages and drivers and other persons having charge thereof."

Clause 84 provided that—

"1. Nothing in this Act shall affect the power of the council to regulate the traffic over any street in which the tramway is laid.

"2. The council may exercise such powers as well off as on the tramway, and in respect of the traffic of the company as well as of the traffic of other persons."

The municipal rights and privileges of every corporation were by means of these provisions carefully guarded. Part X. dealt with tramways purchased or constructed by local authorities, and the reservation of rights. Clause 85 provided that—

"At any time after the expiration of fourteen years after the completion of a tramway constructed under the provisions of this Act, the council may purchase the tramway with its appurtenances on giving to the company six months' notice in writing of their intention to do so.

"The amount of purchase money shall be such amount as may be agreed upon between the council and the company; or if the parties cannot agree, such amount shall be ascertained in the manner provided by the Public Works Lands Resumption Act of 1878, for determining the amount of compensation to be paid to the owners of lands required for public purposes."

And clause 86 provided that—

"Where the council or any other authority authorised by this Act—

1. Undertake the construction of a tramway; or,
2. Purchase a tramway under the provisions of the last preceding section from a company who have constructed the same under the provisions of this Act; or,
3. Obtain temporary possession of a tramway through failure of the company to complete or use the same pursuant to the provisions of this Act;

such council or other authority shall be subject to the provisions of this Act, so far as the same are applicable, with respect to the construction, maintenance, use, and working of the tramway and the regulation of the traffic thereon; and shall be bound to perform and observe all the conditions and obligations, so far as the same are applicable, imposed on the company with respect to the matters abovementioned, in the same manner and to the same extent as if such council or other authority had been named in this Act instead of the company."

Under clause 87 the council or other local authority might lease the tramway. Clause 88 provided that—

"When the council becomes the constructing authority, or purchases or takes possession of a tramway under the provisions of this Act, such council may, with the consent of every other council interested therein or affected thereby, exercise the powers herein conferred beyond as well as within the limits of the municipality under their jurisdiction.

"Provided that if such consent is in any case arbitrarily withheld by any other council, the Governor in Council may, by order, authorise the council which is the constructing authority or lawfully acquires possession of the tramway to exercise such powers in the same manner as if such consent had not been withheld as aforesaid."

Clause 89 provided that the council might borrow money for the works under the Local Works Loan Act of 1880, but not from private lenders. Clause 90 provided that the powers of the Act

should be cumulative, and clause 91 that the Government were not bound to compensate anyone who was injuriously affected by any tramways authorised by the Act. The Bill, he believed, would be considered as an exceedingly useful one, and it would no doubt be very largely availed of by local authorities and companies, especially by divisional boards in populous districts. It would be the means, to a very great extent, of solving the main roads difficulty; and there could be very little doubt that a tramway, economically constructed and maintained, would be a remunerative work wherever there were passengers to travel and goods to carry. The Bill gave local authorities power to borrow money from the Treasury at 5 per cent., and in almost every place where tramways had been made they had paid more than 5 per cent. net profit. He felt certain that many local authorities would take advantage of the measure before it had been many months in existence. He moved that the Bill be read a second time.

Mr. GRIFFITH said he felt sorry that he was unable to congratulate the Government either upon the Bill itself or upon the manner in which it had been introduced by the hon. gentleman in charge of it. All the information that had been given to the House could have been obtained by the mere reading of the Bill, which, no doubt, most hon. members had done. What they expected was that the Minister for Works would have put together the different parts of the Bill, and given the House a comprehensive view of the manner in which it was proposed that the Bill should work. No doubt there were difficulties in the case, especially with regard to the details; at the same time, the hon. gentleman had failed to touch upon those difficulties which must suggest themselves to anyone who gave one moment's consideration to the matter. There was a great difference between this country and others where tramways had been worked. It was quite true that in some places tramways had been worked with profit, and especially had that been the case with Sydney. But the population of Sydney was something like a quarter of a million, of which a very large proportion used the tramways. The population of Brisbane was certainly more than one-tenth—but it was under one-fifth—that of Sydney; and there was no town with so small a population he believed where tramways had yet been constructed. The Bill dealt entirely with tramways for passenger traffic, and not at all for goods traffic. Although he believed a passenger tramway would pay in Brisbane, he did not think many would pay elsewhere in the colony. With the exception of one clause at the end, the Bill had been framed upon the supposition that there would be only one council interested in the roads over which a tramway would pass; but no populous place in the colony could be suggested where a tramway was likely to be constructed where more than one local body would not be concerned in it. In the event of any difficulties arising, which of those authorities was to exercise the powers contained in the Bill—which, for instance, was to buy or have the right of buying? None of those things were dealt with in the Bill. Then he observed a series of provisions for the borrowing of money. Some of those were apparently attempts to codify the law on mortgage debentures issued by joint-stock companies, with slight variations. Some of those provisions, he confessed, he could not understand. Regarding them in the light of the well-known law on the subject of debentures, he had endeavoured to discover what was to happen in the event of a mortgagee proceeding to recover his mortgage money; but he had failed in the attempt. The mortgagee might apply by petition to the Supreme Court, which

might make an order for the appointment of a receiver. That was the usual remedy of a debenture holder. Then the court might order the property to be sold; but who was to buy? The idea of the framer of the Bill evidently was that the council should buy, and it was supposed that those bodies should have a right to buy. But that power was not contained in the Bill; it was only inferred. Supposing the council did buy, what was to be done with the purchase money? There was no provision whatever with regard to that. If they were to pay only the balance over the mortgage money, what was to become of the creditors? No doubt the subject of winding up such companies was a difficult one, and in England it had been found necessary to deal with it by special legislation. It was not dealt with here at all. Suppose, on the other hand, the council—whatever that might mean—did not buy, who else should buy? Might anybody buy, and so have a right to do whatever he liked with the work—take it up and sell it for old iron and wood? The only suggestion on that subject was contained in the 86th section, where it was provided that a council acquiring or constructing a tramway should be subject to the provisions of the Act. He did not know what would happen if the property was sold in any other way; there was no provision whatever in reference to that question. Coming to the fourth part of the Bill—the construction of tramways by companies—there were some extraordinary provisions there. No tramcars were to stop except at the terminus—no tramcar might be employed except from one terminus to the other. Surely that was wrong. Take the case of a line from Woollongabba to Breakfast Creek: Many more trams would, he thought, travel a part of the way than the whole way, but that was not allowed. That was an omission in the Bill. With respect to the motive power, there was no doubt a great difference of opinion in various parts of the world. He had no definite idea on the subject himself, but from the experience of Sydney he should certainly not recommend the adoption of steam motive power in streets in this colony. He had heard, however, that there were better motors than any in use in New South Wales. It was provided in the Bill that no tram should travel at any greater speed than was allowed by law. As there was no law on the subject, that provision had no meaning. Coming to the rating clause, it was provided that in municipalities the rate payable by the company should be calculated at the rate of £200 for each mile, and in divisions at the rate of £100. But there were some municipalities in the colony where £50 would be a very fair sum as compared with £200 in others, and there were divisions where £200 would not be too much as compared with £50 in other municipalities; in fact, it was a mistake to lay down a fixed amount. Then again, companies were to be compelled, under section 44, to do whatever anyone required them to do—whenever notice to do certain things was given by any person they were to make the alterations considered necessary by that person. There must be some provision for general control somewhere. No person should surely be allowed to interfere in such an arbitrary manner. The controlling authority under the Bill for the sanction or refusal of proposed tramways was, he noticed, the Governor in Council. He did not believe in continually giving powers of that kind to the Governor in Council; it was not in accordance with our system of government. In Great Britain, where the Government had very large powers, in the case of tramways the authority of Parliament had to be obtained, and that was by no means a matter of course.

In Victoria there was a very strong objection to the construction of tramways. It might happen that Queensland might have a Government that would sanction the construction of tramways everywhere, and then another which did not approve of them at all. It would be far better for Parliament to have a general control over such matters. Let the preliminary arrangements between the proposed tramway company and the different municipal bodies concerned be completed, and then let the sanction of Parliament be sought. That would be far better than to lay down a hard-and-fast rigid rule applicable to all tramways alike. Such a rule was not, he considered, calculated to encourage the construction of tramways in many parts of the colony nearly so much as that which was followed in Great Britain. He did not intend to oppose the second reading of the Bill, but he anticipated that before it came out of committee it would have assumed in some important respects a very different shape.

Mr. WELD-BLUNDELL said it seemed to him that neither the Minister for Works nor the leader of the Opposition had dealt with what he considered the most important point connected with the Bill, and that was as to whether it was desirable to permit tramways to be constructed by private enterprise instead of by the public. There were many reasons why tramways should be both constructed and maintained by the State. The advantages of such a course would be very great. In the first place, tramways could be constructed far cheaper by a Government than by private enterprise. By means of their large railway and other contracts they would be able to obtain materials in the old country cheaper and better than any individual or company could obtain them. Further, it was necessary that the question of tramways should be considered in immediate connection with the main trunk lines of the colony. The consequence would be, if the lines were in the hands of private companies, that they would have to put up large works for repairs to and the maintenance of their rolling-stock. A Government, however, would not be put to those expenses, having already their own establishments for the purpose, and having it in their power to send the carriages, engines, or whatever required repairs, down to their central dépôt or workshop. A private company would have to erect all such buildings if they wished to keep things in an efficient state; and under such circumstances, and with the small amount of traffic which it probably would be in their power at present to obtain in the colony, it would be absolutely impossible for such a company to keep a short tramway system going in satisfactory order, or at a cheap rate. If that was the case in towns, he maintained that it would be still more so in the divisional board and agricultural districts. The only way in which those districts could possibly carry on efficiently the small traffic they would be called upon to do would be by doing so at the cheapest possible rate, and that would not be in their power if they were called on to erect workshops and other buildings for repairs, besides having to keep extra engines to take the place of others in cases of breakdown. It would, in fact, be utterly impossible for the boards to introduce the system into the country at all. It must be remembered also that the tramway system was in its infancy. There were only a very few places where tramways had been introduced at all, and even in the various parts of the world where they had been introduced there were scarcely two places that had adopted the same system; showing that they were still in the experimental stage. In that case the opinions of the very best and most able engineers that

they were able to procure ought to be obtained; and he maintained that if a private company or a divisional board were to start an enterprise of the sort the result would be failures, messes, and expenses which would seriously hamper the development of the system. The central Government had, however, under their control able engineers engaged in carrying out their public works under the railway system, and they had further means of negotiating with the ablest engineers in England. For those reasons, also, he was of opinion that it was desirable that they should carry out the works. Another difficulty which would attend the granting to the divisional boards the power to construct tramways would arise from the fact that, in a colony like this, constant development was taking place and districts were constantly rising up beyond other districts. Supposing they were to grant a district the power to construct a tramway under the proposed system: then, in the event of a new district rising up beyond it and wishing to extend the tramway, the fact of their doing so would end in the two boards being found to work in a very complicated system. The goods would be found to be passing over two or three lines. He admitted that there were many ways of getting over such a difficulty, as had been shown in England; but they must remember that it would add very much to the cost of working, and might prevent the tramways being worked to the greatest possible benefit of the public. He maintained that the best way of constructing tramways was not to allow the public to have complete control of them and to carry them on; but, if the House was of opinion that the lines should be constructed by private individuals or companies, they ought to be called upon to guarantee so much traffic or so much interest on the money expended in their construction. Such a system of guarantee was carried on in many parts of Northern Europe, where cheap tramway systems were found to work admirably in connection with the State railways. They were constructed on the same gauge, and could be worked in the most economical manner, in consequence of their connection with the main dépôts. In the North German system, and in Denmark, it was customary for a district to be called upon to guarantee either a certain gross income or so many tons to be carried, and when that was done the Government undertook the construction of the line, and in many cases they were found to work exceedingly well. Some which returned a gross income of only £200 per mile per annum, where the cost of construction had only been £2,500 per mile, were found to pay well. He maintained that it was utterly impossible, situated as they were in Queensland, for any municipality, divisional board, or other private company to carry on a tramway independent of the Government at anything like that low rate. Under the Government system in Germany it was found practicable to reduce the cost of supervision by introducing a kind of postal system in connection with the goods traffic. If any person wished to send a small parcel, or anything short of a full truck, there were certain places where he could purchase railway stamps to cover the cost of freight. He had been reminded by an hon. member that that system was to a certain extent in force in this colony, and that a person, by putting the proper worth of stamps on a small parcel, could send it by train; but the department took no responsibility in such cases, and the system could only be used in cases of small parcels. In Northern Germany, however, it was of much greater scope. A man might send a bale of cotton by rail which weighed 4 cwt., and of which he found the freight

would cost £2 10s.; all he had to do was to buy stamps in the nearest village, to that amount, and put them on the bale. Those stamps would be obliterated in course of transit by the railway guard, or whoever the proper official was, and the goods were delivered. In that way they saved the entire expense of offices, waybills, and a dozen other things, and it was a system peculiarly suited to such lines as those private tramways would be. As he thought the question was one of the utmost possible importance, and one that ought to be settled before they went into the details of the matter, he would move as an amendment that it was the opinion of the House that all tramways should be constructed by the Government.

The SPEAKER said that it was not usual to make such a motion as an amendment to a motion for the second reading of a Bill.

Mr. GRIFFITH drew attention to the following passage in "May," page 488:—

"It is also competent to a member who desires to place on record any special reasons for not agreeing to the second reading, or other subsequent stage of a Bill, to move as an amendment to the question a resolution declaratory of some principle adverse to, or differing from, the principles, policy, or provisions of the Bill; or expressing opinions as to any circumstances connected with its introduction or prosecution; or otherwise opposed to its progress; or seeking further information in relation to the Bill by committees, commissioners, the production of papers, or, in the Lords, the opinion of the Judges. Every such resolution, however, like other amendments, upon Orders of the Day must strictly relate to the Bill which the House, by its order, has resolved upon considering."

Mr. WELD-BLUNDELL said he would word his amendment as followed:—

"That the second reading of the Bill be postponed for a week for the purpose of considering the principle of constructing all tramways by the State."

Mr. BROOKES seconded the amendment.

The PREMIER said he was not aware what object the hon. member could have in making the amendment, which could certainly have no direct effect, so far as inducing the Government to reconsider their propositions was concerned. The Bill had been before them for six months, and they had thoroughly considered it, so that it would be useless to ask them to withdraw it and substitute another one with perfectly different principles altogether. If there was a majority of the House of opinion that the Government should undertake the construction of those works, the best way would be to move that the Bill be read a second time that day six months. It was absurd to propose that they should take the Bill back for a week and reconsider it, and then bring back a different Bill. No Government in the world would think of doing such a thing. The hon. member had better do as he suggested, and so defeat the measure, though he thought it would be unwise to do so, as great good would come out of the discussion of the Bill in committee. The hon. member had not given any great or very strong reason why tramways should be made by the State alone, nor did he give the principal reasons why private companies should undertake their construction. His arguments might be equally well applied to every omnibus company in the colony. The hon. member did not refer to the principal reason why it was proper that the municipalities should have the construction of tramways. If tramways were in the hands of private companies or local bodies, there would be great gain to the community—they would be constructed where they were actually wanted, and they would be worked profitably. But that would not be the case if the construction and working were in the hands of the Government. The great evil under which they suffered at the present time

was the weakness of all Governments in making railways where they were not wanted. Constant pressure was brought to bear upon Governments in that matter; and the Government to which the hon. member opposite belonged had to submit to the same pressure—though he believed that hon. members on the other side always expressed the opinion that the present Government simply studied their own interests, political or personal, in making railways in different parts of the country. It was impossible to please hon. members on the other side. If the Government made railways, it was said that they made them for their own advantage, and where they were not wanted; and, if they did not make them, it was said that their object was to spite some member or district. There was always political fighting as to their construction, as to where they were going, and as to whether they were going to be profitable. And the same thing would be said in regard to tramways. Supposing an hon. member wanted a tramway, say, at Roma, and he asked that the Government should do it, it would be said, if they constructed it, they were doing it to obtain political power. He supposed the hon. member opposite (Mr. Griffith) would be actuated by the same motive if he were in office. He believed that if they left the construction of tramways to local bodies, they would be made when they were required and not before. The people were the best judges, and when they saw that tramways were wanted they would form companies to make them, and would work them profitably. As to the immense difficulties in railway traffic, where one company's lines ran into another, as mentioned by the hon. member for Clermont, they did not exist. There was no country in the world where there was such railway traffic as in England, where they could send goods from one part of the country to the other over several lines. If they sent goods from Aberdeen to London, they went over several companies' lines, and in half-a-dozen different waggons, before they reached their destination; and yet the means of adjusting the payment for the carriage of those goods to the several companies was perfect, the cost being only about a fraction of 1 per cent., which was never felt; in fact, they could scarcely put it into percentage at all, the actual cost to each company being so very small. The hon. member said that it was desirable that the Government should hold tramways in their own hands. He (the Premier) did not believe in the Government doing that kind of work at all. He believed that it would be a good thing if not only tramways, but railways, were out of the hands of the Government. He had not the slightest doubt that private companies would work them with greater advantage to the colony, and he was sure they would work them a great deal better for the colony, and make the cost of carriage cheaper. He saw no good reason why tramways should be made by the Government. There was no country that he knew of where tramways had been undertaken by the State. It might as well be contended that the saw-mills at Maryborough should be in the hands of the Government because they could get the timber a great deal cheaper than anyone else; but the fact was that timber was got cheaper and better by being left in the hands of private people. The hon. leader of the Opposition referred to the fact that tramways were not altogether an unmixed good to the community; but he (the Premier) did not know any country where they had not been an immense benefit. The hon. member also referred to the opposition to tramways, and instanced Melbourne; but what was the opposition there? It was the same kind of opposition which years ago was got up by the handloom weaver to the introduction of machinery.

Cabmen in Melbourne opposed the introduction of tramways simply because they thought their means of livelihood would be injuriously affected. They might be mistaken; but, even if they were not, that was no reason why tramways should not be made. The opposition came from omnibus and cab drivers, and that was the only opposition there would be. The hon. member had also spoken of the opposition by municipal councils; but the reason why some of the councils opposed the proposal was because they wanted to get a large amount of royalty from the company for the right of using their streets. They wanted to get so much per annum per mile for allowing the company the exclusive right of using the roads, or they said they would make the tramways themselves. That was the kind of opposition there was, and of course it would be the same if the Government made the tramways. That was really no objection to the Bill at all. He thought that some of the remarks made by the hon. member for North Brisbane were hypercritical. For instance, with regard to clause 34, which said that "no conveyance of the company shall stand at any point in the street other than a terminus of the railway, except for the purpose of taking up or setting down passengers," the hon. member said that the result of that would be that a tramcar could not stand anywhere except in the town. But there might be half-a-dozen along the line where the tram could stop; so that criticism of that kind was beneath the hon. member, at all events. Then the hon. member wanted to know what was to become of any individual or company who purchased under a forced sale. That was provided for well enough in clause 9, which said that—

"The company may, in the manner prescribed by its articles of association, borrow money for the purpose of constructing or extending the tramway; and convey, assign, or otherwise charge the tramway by way of mortgage with all the usual necessary powers and remedies to the mortgage."

Of course the mortgagee would undoubtedly have the same responsibility as the company. He thought the Bill was a very good one, and that the principle laid down in it ought to be carried out. He did not believe tramways should be in the hands of the State, because he did not think the State could manage them. The provisions of the Bill had been framed from the experience gained by the extension and working of tramways, not only in the colonies but also in America. Of course plenty of amendments would be suggested, but he hoped the main principle would not be altered; because, if it was, the measure would be given up at once.

Mr. BROOKES said he had no doubt it was disagreeable to the hon. Premier to have anything that the Government did called into question, but he thought that the hon. member for Clermont was perfectly right. Hon. members were not in the same position as Ministers in being able to take a Bill up at a moment's notice. They had so many Bills to consider that, even if they had nothing else to do, they could do no more than just read them through. The hon. gentlemen opposite received good salaries to do nothing else, and consequently they came to the House under greater advantages than ordinary members. The proposal of the hon. member for Clermont was nothing very important. They simply wanted one week's time to consider the Bill. If they had arrived at the conclusion that the Bill was wrong they were not then deprived of the opportunity of considering it further. It was not a breach of good manners to ask that they should be allowed to consider the Bill. He confessed that he for one entertained very serious doubts about the Bill, and he should be glad to have a week's opportunity to look into it. He might be wrong, but he had a kind of impression that the Bill

placed a great deal too much power in the hands of the Ministry of the day, and it was to consider that, and other points, that he desired to have a week's opportunity of doing so.

Mr. H. PALMER (Maryborough) said he was sorry to disagree with the hon. member for Clermont. He thought that the hon. member had made a mistake in moving the amendment. If anything could justify making tramways by local bodies or private companies it was a measure of the kind before them. He thought the inauguration of a system of tramways was only justifiable by being placed in private hands, but at the same time he believed that the Bill was framed to meet the requirements of Brisbane only. It would not suit the requirements of the country at all. He was quite sure that no divisional board would take it up. He would just refer to one or two clauses. It was stated that tramways must be constructed on streets, and that the level must not be altered without the consent of the councils or the municipal bodies; but that could not apply to districts where there were no streets permanently made, and where deviations might be necessary. There was no provision made in the Bill for compensation for roads and for deviations of roads. Some provision of that kind was absolutely necessary, because in many parts roads had been made in a circuitous way, and therefore when tramways were constructed deviations would have to be made. Tramways also might have to be taken through private property. There was another important matter which he hoped the Government would take into consideration, because it would have a great influence on the successful construction of tramways if they were to be undertaken by private companies—that was, as to the granting of land to private companies. If they wished to experimentalise in the construction of tramways, he thought that such grants ought to be made, and that every facility should be given to private companies to undertake works of that kind. The Bill at present was very defective in that respect. He doubted whether it would accomplish the object intended, even in Brisbane, and he rather agreed with the leader of the Opposition that it was almost too early to try tramways in Brisbane. The population was small compared with that of other places, and tramways had only been successful in large cities such as Sydney and, he believed, Adelaide, where there was a dense population.

Mr. McLEAN said the hon. member who moved the amendment had had opportunities of seeing how the tramway system worked in different parts of the world. He (Mr. McLean) had seen only that existing in Sydney, which he had narrowly watched, and, from all the information he could gain on the subject, he approved of the principle carried out there. A great cry was raised when accidents occurred in connection with the motive power of trams in Sydney, but those accidents were not nearly so numerous as accidents arising from omnibuses. The tramway system was new, and many people had serious objections to it for that reason. When an accident happened in connection with tramways in Sydney it was telegraphed all over the colonies the next morning; but if persons were injured or killed by an omnibus or a cab accident they heard nothing about it. He considered the time had arrived when they should do something towards the initiation of a tramway system in the colony. He did not know whether the Bill was prepared by the Government or by the Municipal Council of Brisbane, but he was rather inclined to think it was prepared by the council because it referred to Brisbane more than to any other part of the

colony. He could not agree with the Government in placing so much power in their hands, or in the hands of any succeeding Government, as was proposed by the Bill. If the Government wished to make a railway in any part of the colony they could not construct a single mile, or even a foot of it, till the plans, specifications, and books of reference had been laid on the table of the House and approved. In the construction of a tramway through a large city as much precaution was necessary as in the construction of a railway; therefore, he was strongly of opinion that before a tramway was constructed in Brisbane, or in any other town of the colony, the House should be asked to approve of the plans and books of reference; and he should certainly support an amendment to that effect when in committee. The hon. member for Maryborough (Mr. H. Palmer) had referred to the fact that the Bill would not be found to be applicable to the construction of tramways in country districts by divisional boards. The 61st clause pointed out distinctly that the Bill was wholly intended for towns. It said:—

“The company shall not be bound to carry any animal whatever, or any goods other than passengers' luggage to the weight mentioned in the last preceding section.”

That had strict reference to a city tramway for passenger traffic, and not to a tramway to be constructed by divisional boards for the conveyance of goods in country districts. The rating was not prepared on a very just principle. He found that in a municipality the constructing company had to pay at the rate of £200 per mile or portion thereof, while in divisions the rate was only one-half, although in the Woollahra Division there was as much traffic as on any of the streets in Brisbane. Then there was Nundah Division; in fact, there were three or four divisions adjoining Brisbane in which a rate should be paid equal to that paid in Brisbane. He hoped that before the Bill passed through committee there would be some alteration in the rating clause. The hon. the Premier had made a mistake when he stated that there was no instance of a Government having control of a tramway; because, if the hon. gentleman had just stepped across the border to the neighbouring colony, he would have found that the New South Wales Government constructed and ran the tramways in Sydney. The Government themselves had initiated the system in Queensland, and that was a very strong argument in favour of the hon. member for Clermont's amendment. In the last Loan Bill they passed a sum of £11,000 for the purpose of constructing a tramway. The line was to be constructed by the Government, and was to run from the Brisbane Terminus along Ann street to Petrie's Bight; so that the Government had already initiated the tramway system in Queensland. There was not a divisional board in the colony that could construct a tramway under the provisions of the Bill; and if the hon. member for Clermont had moved that the question be referred to a select committee to take into consideration the observations made by the hon. member for Maryborough in connection with divisional boards he would have been largely supported. As it was, he was entitled to support, because the measure was very important and one that should not be rushed through the House. Again, they had been told that the Bill was intended not merely for municipalities, but also for divisional boards; but they found no provision in the Bill upon which those boards could take action for the construction of tramways in the country districts. The Government might well give way to the hon. member for Clermont, and postpone the further consideration of the Bill in order that it might be referred to a select committee and made applicable to divisional boards.

Mr. O'SULLIVAN hoped the Bill would not pass as it stood at present. He had listened with very great pleasure to the objections made by the hon. member for Clermont, and to his mind those objections had not been answered. If they passed the Bill as it was, there would be no more applications for branch lines of railway; because, if such applications came in, the people would be told that they could construct their own railways. He knew of some divisional boards whose income when the Government endowment ceased would be only £150 or £180 a year, and out of that they would have to pay overseers and workmen, besides other expenses. It was stated by the Premier that, under pressure from outside, hon. members came to the House for branch lines; and he also stated that the argument of the hon. member for Clermont would stand the same with regard to 'busses running through the streets; but the hon. member forgot that the capital required for a line of 'busses was not to be compared to the capital required to construct a tramway. If the Bill passed, no municipality in the colony would be able to take advantage of it, because, so far as he knew, all the municipal bodies were heavily in debt. He did not know whether that was the case in Brisbane; but, in any case, it was rather early to have tramways in Queensland. New South Wales and Victoria were older and more populous than Queensland, and this colony ought to wait before introducing the system. He did not wish to go into details, but he considered the streets of the Queensland towns too narrow for tramways. They ought to be a chain and a-half, or two chains wide, but he believed in Brisbane they were only a chain wide. It was very clear to him that it was the intention of the Government to wash their hands of the main roads and to get out of giving any more endowments. Every district would have to tax itself and make its own tramways; and the expenses required for sheds and workshops, as stated by the hon. member for Clermont, would swallow up all the money. In the face of that he was well aware that some of the members of divisional boards would rush into the tramway business before calculating what it would cost, and would find perhaps that half the amount of their capital would be gone before they began to work; and there would be about as nice a mess in the colony with those divisional boards and those branch lines as could be imagined. The consequence would be that as soon as they fell into debt the land would be re-taxed to pay the amount, and that would be the cause of a great many people selling out and leaving the district. In reality the taxes were too heavy now, and in about two years, when the Government endowment ceased, he was quite satisfied that five out of every six of the divisional boards would have to shut up. He would like to see the Ministry withdraw the measure, or else consent to the amendment of the hon. member for Clermont.

Mr. KINGSFORD said he should oppose the amendment and support the original motion. He did not agree with the remarks of the hon. member who just sat down about municipalities and divisional boards being called upon to construct tramways out of rates because, so far as he (Mr. Kingsford) understood, they were to be constructed by private enterprise. In every possible way they ought to lead the people to support themselves rather than be everlastingly applying to the Government, and the history of the colony showed that the crutches given to the people had been a great evil. With regard to the Bill the question they had to consider was, “Are tramways necessary?” and he thought there could be no two opinions on the matter. Their commerce, wealth, and population demanded some measure whereby

some means of transit could be introduced other than by busses and carts. If they were convinced that tramways were necessary, it appeared to him idleness and unworthy of the representatives of a colony like Queensland, in that House assembled, to raise difficulties. He did not believe in difficulties when a thing was necessary; and the question was not the discussion of the provisions of the Bill, but the principle. Was it necessary that tramways should be constructed—and, if so, ought they to be constructed at once? He was certain that the Bill would never pass as it was, and he had not the slightest doubt that after going through the furnace it would appear in a very different form.

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

Question—That the Bill be read a second time—put and passed.

Committal of the Bill made an Order of the Day for Tuesday next.

IMMIGRATION BILL—SECOND READING.

The PREMIER, in moving the second reading of this Bill, said in 1872 an Immigration Act was passed by that House. That Act was subsequently modified by an Act passed in 1875. The principles of the Act of 1872 were to provide for—first, assisted passages, then nominated passages, then free passages, and then a class of passages which, although not called so in the Act, he might term indented passages. Assisted passages were passages given on the payment of a certain amount of money by applicants at home. Nominated passages were passages given on payment of a certain amount specified in a schedule of the Act to persons nominated by their friends in the colony. Indented passages were those granted on payment of certain moneys by employers who sent home for workmen or labourers. Free passages were passages granted free of all expense except a certain sum for ship's kit, which was not really part of the passage; and those passages were restricted by the Act to menial servants and agricultural labourers. Another important part of the Act of 1872 provided that every immigrant on coming to the colony was entitled to a £20 land order. Assisted, nominated, and indented passengers were entitled to receive a land order after paying the balance of their passage money—that was to say, paid the difference between the amount of their passage money and the amount paid under the schedule of the Act. A free passenger, on returning the cost of his or her passage to the colony, was also entitled to a £20 land order. After working this land-order system for a few years it grew into disfavour in the House, and an amendment was introduced in 1875 doing away with it altogether. He did not wish to say anything about the policy or impolicy of that act, but the intentions of the Government at the time were carried out in such a clumsy way that at the present time—and, in fact, ever since the repeal of the Act of 1872 by that of 1875—all their proceedings under the immigration law had been entirely illegal. They had been without authority for granting free, assisted, and nominated passages, because, under the Act, they were compelled to recover the cost of the passage from the immigrants. The difficulty arose from the fact that in amending the Act of 1872 they simply struck out all the clauses which applied to land orders, and confining the repeal to those clauses had this effect: that they allowed other parts of the Act to stand by which the Government were compelled to recover from the immigrants the balance of their passage money. Of course,

while the land-order system was in vogue by which immigrants had land orders granted to them on payment of their passage money, or the balance of it, it was perfectly safe, and the Act worked properly because the land order was really worth a good deal more than the balance of the passage money. But, although the land-order system was repealed by the Act of 1875, the obligation to compel payment of the passage money still remained, and the consequence had been that they had been obliged to disobey the Act. They had no means of enforcing it, and there had never been a single instance in which the immigrant came forward voluntarily, so that the Act had been practically a dead-letter, and all these assisted and nominated passengers had been actually brought out illegally. The object of the present Bill was to enable what had been done illegally to be done legally, and to make some other alterations in our immigration laws. The Bill, therefore, repealed the whole of the Acts of 1872 and 1875; but it had been found necessary to re-enact certain sections of those measures. Hon. members would find that after clause 1—which repealed the Acts he had referred to—clauses 2, 3, 4, 5, 6, 7, 9, 10, 16, and 18 were re-enactments of the old law. The Bill provided for immigration in this way:—The Government were given power to grant all kinds of passages that they could grant before, and no provision was made that they were compelled to recover the balance of the passage money. There were first assisted passages, which were granted to eligible people at home according to the scale that was given in schedule A. That scale was not so liberal as the scale for nominated passages as specified in schedule D. The reason why the scale in schedule D was more liberal—why nominated passengers received free passages on payment of less than assisted passengers—was from the fact of their friends being settled in the colony, and having had colonial experience there was a sort of better guarantee that nominated passengers would remain as colonists. They were therefore given this advantage. In addition to that the Government might, if they considered the necessities of the colony demanded it, give free passages to all kinds of labour. Under the present law they were restricted to granting free passages to female servants and farm labourers; but that the Bill would do away with, and the Government could introduce any description of immigrants—men or women—that there might be a demand for. The reason that induced Parliament before to provide that free passages should only be granted to farm labourers he could never understand, because without that restriction they had the option of getting farm labourers or mechanics, and he himself thought that they ought to get the highest class of workmen obtainable. He did not think farm labourers were in any way more desirable as colonists than blacksmiths or carpenters or other tradesmen of that kind; and if tradesmen were offering at home and could be tempted by a free passage, he would be much more inclined to give it to them than to farm labourers. At any rate, power was retained to enable the Government to grant free passages to any class of labour without being restricted to agricultural labourers. Again, although it had never been legal, another custom had crept into the working of the system at the Immigration Office in London. While intending passengers from the British Isles were charged, in addition to the payment that was made on the nomination, £1 for the ship's kit, he found that Germans, Scandinavians, and other intending passengers from the Continent had been allowed to come out without that payment. That was not according to law; and, tracing back to find

the authority upon which it had been done, he found that it was on the authority of Mr. Macalister, following on an answer given to a question put by Mr. Bailey within a few days after the amending Act was passed; so that they were actually violating the spirit of the Act within two or three days after it was passed. On the 13th July, 1875—

“Mr. BAILEY, pursuant to notice, asked the Colonial Treasurer—Will the Government take steps to encourage Scandinavian immigration in accordance with the prayer of certain petitions lately received by this House?”

“Answer:—The Government do not at present intend taking any active steps for the revival of continental emigration, but instructions will be issued to the Immigration Agent to arrange with the Agent-General in London to grant free passages to all Queensland nominees from the Continent of Europe who may be considered eligible, and who are prepared to pay their own expenses to London, or such other port of embarkation in England as the Agent-General may direct. The Agent-General will also be instructed to grant free passages to immigrants from the Continent who may be desirous of coming to Queensland, and who are otherwise eligible, upon payment of their expenses to port of embarkation in England.”

That the Government had acted upon up to the present time, and all continental passengers had simply to present themselves at the London Office, having paid their passage across, and they got the privilege of a free passage and a ship's kit consisting of blankets and other necessaries for the comfort of the voyage. He did not see why continental passengers should have a privilege which was not enjoyed by British passengers, and he proposed that they should all stand on the same level—that was to say, that if the ship's kit was charged to British passengers it should also be charged to Germans or Scandinavians. Clause 12 provided for what he called indented passengers:—

“Any employer in the colony wishing to engage and secure the services of any mechanic, labourer, or servant in Europe, and to bring such mechanic, labourer, or servant to the colony, may apply to the Immigration Agent in Brisbane, or to the Agent-General, or to the agent on the Continent of Europe, as the case may be, in the form of schedule F hereto, or to the like effect; and on the conditions hereinafter mentioned being complied with, a passage to the colony shall be provided for such mechanic, labourer, or servant, who is approved of by the Agent-General.”

On reference to schedule F it would be found that the payment for indented passengers was on a more liberal scale than for assisted passengers, and scarcely so liberal as for nominated passengers; but, upon further consideration, he did not see why there should be this difference between indented and nominated passengers, because in the case of indented passengers they had the same security almost for their remaining in the colony as they had in the case of nominated passengers—that was, that they were sent for by men who had actual work at which to employ them. They made engagements with their employers before leaving the old country, and there was that security that they would remain in the colony and become colonists. Therefore he should probably alter schedule F so as to make it the same as D. He believed that would be a very useful clause. He had tried to strain the Act so as to work it under the present law, but he had not been able to do it. He believed that employers would be by far the best recruiting agents at home for employes. They knew what kind of labour they wanted; they knew what was wanted for the colony, and they would do all that agency business for nothing. Besides, it would give additional security that they would have imported into the colony not merely the class of labour that the Government might consider necessary, but that which was absolutely wanted, because it was sent for by the employers themselves. He had been assured by gentlemen

who wished to import labourers and mechanics from the old country that there was a difficulty in connection with the validity of any agreements made there; and, with the object of making those agreements valid, clause 14, which he had taken from the New South Wales Act, had been inserted. Clause 15 was an amendment of the old Act empowering the Government to grant free passages to all kinds of immigrants considered necessary for the colony. Clause 17 was new:—

“It shall be the duty of the Agent-General to despatch emigrants by ship direct to Brisbane, and direct to the Northern ports of the colony, in such proportions as the Minister shall from time to time direct.”

By the present law the Government were bound to send immigrants to the various ports of the colony in the proportion of one-half to Brisbane and one-half to the Northern ports. He did not see why that hard-and-fast line should be maintained. The demand for labour was always fluctuating; it fluctuated more or less in different parts of the colony, and he thought it should be left to the discretion of Ministers how immigrants should be distributed. That was what virtually had been done, because, although he had managed to get about one-half to Brisbane and the other half to the Northern ports, it was more by chance than anything else, and he knew his predecessors never did it; sometimes Brisbane got a great deal more than half and sometimes less. He thought the system he proposed would be a great deal better. Then came a new principle of the Bill, which he considered of very great importance. It provided a penalty for passengers leaving the colony within twelve months from the date of arrival. He believed that that provision could be worked. The very fact that there was such a clause in the Act would, he believed, have a deterrent effect upon passengers who might otherwise leave the colony soon after arrival. At all events, he was sure they would be able to get at the nominated passengers who came to the colony with the intention of proceeding to the other colonies. A very gross case of that kind came under his notice a few days ago. A person residing in the colony nominated for free passages by one of the steamers a large family—some eight or ten persons—and they proceeded on to Melbourne as soon as they arrived. He considered that a fraud upon the colony which ought to be punished, and thought the provision in the Bill for punishing it was quite clear enough. He believed it would deter nominated immigrants from going away, and that it would also have a good effect upon free passengers. It would be seen, by referring to schedule B, that when an immigrant undertook to obtain a passage to the colony he undertook to remain in Queensland for at least twelve months, and there was a note added to it to the following effect:—

“Any free, assisted, or nominated emigrant who leaves the colony within twelve months from the date of his arrival will be liable, on conviction, to six months' imprisonment; and any emigrant who makes a false declaration in applying for a passage will be liable to imprisonment for a period of two years.”

It might be argued, with extreme plausibility, that a clause of that sort in an Act might have the effect of making intending immigrants consider that the colony was a place that they would very likely desire to get out of with the greatest pleasure, and that, instead of being an encouragement, it would have a deterrent effect upon immigrants who might otherwise come. It might be reasoned in that way with some plausibility, but he did not think it would have any effect whatever on an immigrant who had inquired into the circumstances of the colony and who intended to reside there. It would merely affect a class to which it was intended to apply—to a class which in-

tended from the first to go to another colony. Old residents in Victoria and New South Wales understood the immigration laws of Queensland pretty well. They made enough money to go home and visit their friends, and when they wished to return they made the declarations required by the present immigration laws, and thereby secured their passage to Victoria or New South Wales through Queensland. On account of the facilities given, and the comfort of the voyage by the mail steamers, that class of passengers had come out to a greater extent of late than before; still it was nothing alarming at the present time. That sort of thing would, however, become a great deal more prevalent as the advantages of that route were seen by the immigrants at home, and he believed it was necessary to provide a clause of the character proposed. The dominant class of Victoria had always set their faces against assisted immigration, and objected to the Government devoting the funds of the colony to immigration; therefore there were many men wishing to get to that colony who availed themselves of the Government aid to come to Queensland, and readily secured a passage by making a false declaration. The effect of the proposed clause would be deterrent to a certain extent, and he considered the Government should have the power of punishing those who came out with the idea of leaving Queensland and proceeding to the adjoining colonies. Clause 20 provided that not only was the immigrant himself liable to prosecution should he not remain a certain time in the colony, but that the party by whom he was nominated should be liable to pay the balance of the passage money. So far as the nomination of passengers was concerned, he did not see any objection to the clause at all; but, so far as the passengers nominated to be employed by employers here were concerned, it had been suggested to him that an employer who had brought out, say, twenty boiler-makers to work in some of their establishments, and paid the small amount that was required by the Act, might find after all that those men did not suit him, and discharge them, and then they might go to the other colonies. It was to provide against a thing of that sort that the clause was inserted; and a man who wanted to have men sent out to him must engage agents at home who would employ efficient men, and men who knew their business and could perform their engagements in the colony. If it was hard upon such an employer that he should lose money on the immigrants that he had been the means of introducing into the colony, it would be a great deal harder that the colony, through his *laches*, should be forced to pay all the passage money. He thought, therefore, that it was perfectly fair that the employers of labour should be responsible for the whole passage money just as well as the friends who had nominated the immigrants. Clause 21 provided a penalty for impersonation, and was as followed:—

"Any person who personates or attempts to personate any other person for the purpose of deriving any of the benefits or privileges accruing under the provisions of this Act, or who makes any false declaration with a view of obtaining a passage to the colony under the provisions of this Act, shall be deemed to be guilty of a misdemeanour, and upon conviction thereof shall be imprisoned, with or without hard labour, for any term not exceeding two years, at the discretion of the judge who tries the case."

That was a very necessary clause, and was intended to provide for cases where healthy men, for instance, were passed by the doctor, and men quite unsuitable to the colony were substituted for them. They ought to have power to deal with such cases. Recapitulating the objects of the Bill—they had in clause 7 machinery for dealing with assisted passengers; being, as he

had explained, those who were not able to pay the whole of their passage money. Clause 9 provided for nominated passengers the same as in the present Act. Clause 12—which was new—provided for what he had called indentured passengers—namely, those passengers who had been selected by agents at home for an employer in the colony and who came out under engagement. Clause 15 provided for free passengers. The machinery employed under the Bill would carry out the views on immigration that had been held by the present Government all through. The Government had tried to work up to the present law, but had found that in actual practice they must have a new Act in order to give proper legal effect to their administrations. The value of immigration to the colony he had no intention of dilating upon; it was admitted on all sides of the House. They were not situated as in Victoria, where there was a large party opposed to immigration at the expense of the State. A large majority of the people of this colony agreed with the policy of continued immigration, and he had, therefore, not found it necessary to advert to that view of the question. It was a subject on which all parties in the House could approach one another, and by acting in unison make a good and workable measure. Any improvements that were suggested, from whatever quarter they might come, he should be happy to adopt, provided they were consistent with the principles of the Bill; and he had no doubt that, with the experience many hon. members had on the subject, a number of good suggestions would be made. He moved the second reading of the Bill.

Mr. BROOKES said, regarding as he did, in common with many members, the question of European immigration as the one supreme question for the colony, and having carefully read the Bill before them, he was very sorry to have to say that he regarded it not so much as a Bill to help immigration as a Bill to discourage it and to bring it into disfavour in all parts of the world. He had read the Bill with every wish to make the best of it; but he could see nothing in it but that narrow class spirit which had characterised all attempts at immigration since the formation of the colony. He did not see anything whatever in it that was suitable to the present time, to the wants of the colony, or to the state of immigration matters in the old country or the Continent. He should like to trespass on the time of the House long enough to state a few points in the Bill to which he took exception. He might as well say at once that a narrow class legislative spirit pervaded the Bill from beginning to end. There were two features that had always characterised their attempts to introduce immigrants, and they were that they wanted on the one hand other people's money, and on the other hand paupers. They never had yet made an honest attempt to bring out that class of people who would bring out with them as much money as was obtained by loans, and who would make Queensland a great country. He hoped some day to see Queensland a great nation. That might be thought sentimental, but it was not so with him. The Bill, as he had said, decidedly discouraged immigration. He wanted to know why direct immigration from the Continent, having been suspended, it could not be revived. He thought it could be, but he did not see anything like adequate machinery for reviving it. There might be lame attempts to connect London with Hamburg, but there was no evidence of a *bond fide* wish to bring immigrants out here. In one clause he noticed that no passage warrants would be issued to any nominee who was over forty-five. He (Mr. Brookes) was in the colony before the Colonial Secretary was,

and knew what a clause like that had done. In 1860, when the first Agent-General went to England, he carried with him excellent immigration regulations, and when he had been in London about three weeks he received a parcel, and in that parcel were additional regulations, with the one he had alluded to superadded. That regulation did more to discredit the Agent-General than anything else could possibly have done. If the Colonial Secretary would look into the matter he would find that that regulation did great harm: and before he (Mr. Brookes) sat down he hoped to show the utter absurdity of the proposition, which he might say linked in well with other parts of the Bill. Going on to the 13th clause he found that an employer or his agent, either here or in London, or the Continent, was empowered to make agreements with mechanics, labourers, or servants at such rate of wages as might be agreed upon. That kind of thing had caused infinite trouble in times gone by. He objected that anybody should be empowered to make agreements with ignorant people in England, Ireland, or the Continent, and that the agreements which those people signed thinking that they were doing well for themselves—that those agreements should be valid and binding as though they had been made in the colony. Take, for instance, the case of two men who came out here, one under agreement and the other not. The one who had signed an agreement was required to go and work for, say, £20 a year, and the other was free to make his own bargain. What would be the consequence? The man who had engaged to work for £20 a year would undoubtedly consider that he had been taken advantage of. He would consider that the agreement was not honest, that this in reality was not a free colony, and that he had been asked to sign his consent to a rate of wages lower than that which he could have got had he come out without an agreement. Then he (Mr. Brookes) regarded the penalty for leaving the colony within twelve months of arrival as perfectly monstrous, and to add to its monstrosity he read in the 19th clause that in the event of any person trying to leave the colony within that time it should be lawful for any police constable to arrest that person without a warrant. Such a Bill as that was neither more nor less than disgraceful to a civilised community. They were crying out for labour, and very active efforts were being made to introduce a very objectionable kind of labour, and yet the labour which would make the colony, they now proposed to hamper, limit, and in fact put impediments in the way of its coming. He did not profess to be learned in the law, but he thought it was contrary to British law that the police should be allowed to arrest a man without a warrant. He knew it was quite usual in Mauritius. A coolie could be arrested there without a warrant unless he had his pass in his waist-belt and his photograph, and that proved a fine weapon for oppression on the part of the planters. He did not wish to press the matter too much, but, of course, the clause would have to come out. Again, in the clause referring to persons eligible for emigration they would find another instance of the same narrow spirit of which he had spoken as running all through the Bill. He might say that the Government, by introducing such a Bill as that into the House, showed that they did not comprehend the wants of the colony. The clause containing the description of persons eligible was as follows:—

"2. The class of persons eligible are domestic servants, farmers, shepherds, farm labourers, vine-dressers, labourers, and mechanics. By 'labourers' is to be understood those whose labour has been connected in some way with the land, such as farm-servants, gardeners, road-makers, miners, quarrymen, and the like. By 'mechanics,' such as engineers, engine-drivers, railway carriage builders, blacksmiths, bricklayers, masons, sawyers, carpenters, wheelwrights, shipbuilders, and the like."

Now he would read a list of persons who could not come by that clause, unless it could be argued that they came under that very indefinite description, "and the like." It shut out all persons who worked in cotton mills and woollen mills, cabinetmakers, tailors, basketmakers, shoemakers, locksmiths, jewelers, glaziers, bakers, butchers, tinsmiths, curriers, tanners, candle and soap makers, engravers, printers, blacksmiths, plasterers, hatters, and brewers. He found in the 3rd clause of the description of persons eligible another trace of the cloven foot, and it was enough to make one very tired of the way in which our immigration was managed when he read it—"All the adults must be capable of labour and must be going out to work for wages." There was the cloven foot. They borrowed money from the London Stock-market, and yet the only labour they wanted was the labour of people going out to work for wages. They could not appreciate a person coming out to begin business for himself. Everybody must come out on the pauper principle—that obsolete, virtually extinguished, and utterly abolished system of Gibbon Wakefield. The system upon which the colony had been built made it perhaps difficult to get over it, and he could well excuse such a gentleman as the Colonial Secretary for adhering to a belief in which he had been trained from childhood. It appeared that nobody must come to the colony unless he was a shepherd or prepared to undertake some menial occupation. The same clause said:—

"The candidates most acceptable are young married couples without children, families with a large proportion of daughters over fourteen years of age, and female domestic servants of good character."

Young married couples without children! What a farce—what rubbish—that was. He remembered Mr. Herbert in the old Legislative Assembly saying that he had had complaints from persons residing at Bowen that they were sending out too many married couples—that what were wanted were young single men. That was the spirit which would keep the colony behindhand for the next 500 years. Before he sat down he would show the unfeelingness, to say nothing of the nonsense—and it was nonsense, and very bad financial policy—contained in the measure before them. He considered that it would be far better to get out families of grown-up children than to bring out young married couples with all their children to manufacture. Clause 16 said:—

"It is desirable that parties should take out with them the necessary tools of their trade. Bulky agricultural implements, however, cannot be admitted on account of their inconvenience, size, and weight; neither can furniture be received on board. Feather beds are especially prohibited."

Whoever drew up that Bill, if he (Mr. Brookes) had anything to do with him, it would be the last Bill he ever would draw up. It was rubbish from beginning to end. It would lead to the idea—and he dared say there were some hon. members in that House who wished that people on the Continent and in England should really imagine so—that tools of trade could not be had here. He wanted to know if a blacksmith was to bring out his anvil or his sledge-hammers. It was not necessary to dilate upon the absurdity of it. It only showed ignorance, as he repeated, of the real principles on which immigration to the colony should be invited. He should like to remark upon the injustice of making a person who had nominated immigrants responsible for the payment of £16 each if the immigrants nominated left the colony before twelve months expired. He admitted that the case might be put as the Colonial Secretary put it; but he would ask the Government to take a larger and a higher view of the case. He knew of people introduced into the colony going to

Victoria after the colony had been put to expense for their introduction. He (Mr. Brookes) would say, "Never mind that, for in the endeavour to prevent that small inconvenience you do a great injury to the whole cause of immigration." He would put a case: An old colonist here might nominate and fetch out an immigrant. That immigrant stayed in Brisbane or the place where the nominator lived, perhaps for two or three months, and then went away perhaps to Bowen or some other part of the colony, and the person who nominated him had no control over him; yet if it came to the knowledge of the right parties that that person had gone away from Cooktown to Sydney, down came the Government upon that colonist for £16. Did not hon. members see that that was almost repressing nominated immigration? He would ask hon. gentlemen to bear with him while he put before the House and the public of Queensland some facts connected with what was termed the present system of immigration, in quarters whence the great immigration issued that went to the United States and elsewhere. He had in his hand the *North American Review* for last April. The American opinion was that the more immigration they could get into the United States the better. They were quite of opinion that the large influx very materially assisted the industrial interests of the United States, and that the money brought into the United States by immigrants reached a very large amount. Let hon. members see what it was last year. There went to the United States, according to the calculation of the Chief of the Bureau of Statistics, 720,000 immigrants. The number who arrived at Castle Garden, the great immigration barracks at New York, was 441,000. He recommended that to their Treasurer. They always seemed in this colony to be hard up for money. They could borrow any amount, it was true; but he would suggest that they might make immigration the means of bringing in more money than ever they borrowed. One of the commissioners for immigration in the United States said:—

"I observed an old farmer and his three adult sons who opened their pocket-books, counted the contents of each, and hesitatingly declared them to be about 25 dollars. Upon my explaining the reason of the interrogatories I found the family possessed about 11,000 dollars."

That was about £2,000. He would direct the Colonial Treasurer's attention to that old man and his three adult sons; the father, he was certain, was over forty-five, and under the Bill before them he would not be allowed to come out. The superintendent of Castle Garden immigration said he believed that the cash capital of all the people who went to the United States last year was equal to an average amount of £17 a head. Astounding, and almost incredible, as that statement might seem to be, it was borne out by the experience of Queensland during 1862-3-4. It was then proved beyond all controversy that the ships which came out under Mr. Jordan's system, before he was interfered with by new regulations from this end, brought out £30,000 each. There was another point which was not unworthy of consideration, and which the Queensland Legislative Assembly must take into view before it could rise to the full dignity of the question of immigration. The writer said:—

"During the existence of slavery, the cash value of an ordinary 'field hand,' unintelligent and descended from a barbarous ancestry, was 500 dol. and upward. Each immigrant may safely be valued at double this amount, if we consider the commercial value of hereditary intelligence and the large proportion of skilled and professional men who are comprised in the immigration of each year. Assuming that each immigrant has in his brain and muscle a power equal to a capital of 1000 dol., we gained, in the year 1881 alone, something like 720,000,000 dol. and a cash capital (at 85 dol. per head) of over 61,000,000 dol."

He would next invite the attention of hon. members to the German Empire, and he might state here that he should like to see some immigration arrangement made connecting the colony with the German Empire directly. The writer of the article quoted said:—

"A report from Aix-la-Chapelle states that 'besides a knowledge of mechanics, agriculture, or some useful trade, they carry with them an average of 70 dollars each. Thus Germany loses, and America gains, not only 200,000 industrious citizens, but also 14,000,000 dollars put at once into circulation in the United States.'"

* * * * *

"German newspapers say the Empire has never before lost such numbers of worthy and industrious people as are (1881) emigrating to the United States, and the loss can scarcely be over-estimated."

"An inquiry was instituted, and the report submitted to the Reichstag shows that, of 106,190 Germans who emigrated in 1880, 103,115 went to the United States, and 2,119 to Brazil. The emigrants from Wurtemberg, of whom 88 per cent. were agriculturists, were regarded as exceptionally valuable, and, the local authorities say, took with them an average of 112 dollars per head."

Hon. members had, no doubt, all read of the hardships which had lately been suffered through the indiscriminate emigration to Brazil; yet it appeared that emigrants were still going there though Queensland was waiting to receive them. Was it not shameful that Queensland should be sleeping while that emigration to Brazil was going on? Passing on to Ireland, where an immense emigration to the United States was always going on, hon. members would remember that some time ago the English Parliament authorised the expenditure of a sum of £9,000,000 to assist the poorer Irish to emigrate. With reference to that the writer said:—

"The amount actually spent was only £119,280. The American Consul at Dublin states it was contemplated that this £9,000,000 should come out of the land of Ireland, but the landed proprietors have managed, acting on the warm feelings of the Irish emigrants in America, by their powers of eviction, and by the administration of the poor-laws, to shift this burden from the land-owners of Ireland to the Irish labourers in America.' He further states that in the same period the Irish in America remitted to their friends in Ireland £13,000,000, of which he confidently estimates £9,000,000 was applied to the cost of bringing their friends to this country."

With regard to Sweden, Norway, and Denmark the writer said:—

"Official reports state that these nations may be counted upon to contribute 30,000 to 40,000 annually to our population."

Considering the great pains which the Government of Queensland were taking to exclude idiots and infirm people, and those likely to become a nuisance or burden, together with the fact that this immigration was perfectly free and voluntary, the following passage was interesting:—

"The immigrants of 1880-81 are declared to be, in health, vigour, and enterprise, 'above the average of the vigorous race to which they belong.' * * * * *

"It was estimated in Sweden that the emigrants from that country and Norway, in 1880, carried with them to the United States nearly 6,000,000 dollars."

Speaking of Italy, the writer said:—

"It is common to speak of Italian immigrants as worthless *lazzaroni*, but facts do not warrant it, for Italy sends abroad emigrants as industrious, patient, and saving as any peasantry in Europe, which is proved by the half-million Italians who have settled in the Argentine Republic."

The character of the Argentine Republic was, he believed, not quite so bad as that of Brazil. He doubted, however, whether hon. members knew that Italians were pouring into that country at the rate of 50,000 in every year.

"Early in 1881 an exhibition was held in the city of Buenos Ayres of articles manufactured exclusively by Italians in that Republic. The variety and excellence of these manufactures astonished all who examined them."

Those manufactures were not, he might state, confined to such articles as might be produced by boiler-makers, blacksmiths, and people accustomed to the land and to the coarser and more unintelligent trades.

"The catalogue included pianos, organs, furniture, jewellery, liquors, carriages, agricultural implements, steam engines, boilers, leather, and the thousand things that constitute industrial exhibitions."

Before quoting the conclusions arrived at by the writer he would impress upon the House the fact that that immigration was not interfered with. There was no impediment in respect of age about which the Government of Queensland were so frightened. The writer summed up his observations thus:—

"An examination of the ages of the immigrants in the fiscal years under notice reveals the following facts—

"Twenty per cent. are under fifteen years of age, the males slightly preponderating. This youthful portion easily assimilates.

"Seventy per cent. are in the reproductive period of life—between fifteen and forty years of age; forty-six per cent. being males, and twenty-four females.

"Ten per cent. only exceed forty years; in the ratio of six males to four females. Not more than ten per cent. come with habits rigidly formed, or political or social ideas permanently fixed; while probably less than five per cent. of the entire accession have passed the period in which population is recruited.

"The comparative youthfulness of those who seek asylum here seems to have been overlooked. It explains the rapid increase of our population, and the exceedingly rapid process of their assimilation. Were it in our power to choose the ages best adapted to our needs in respect to labour, growth of population, and social and political life, would a better selection be possible than that already provided by this promiscuous addition?"

Without wishing to take up more of the time of the House, he must express a hope that if the Bill went into committee it would come out a very different Bill. It in no way met the wants of the colony, but was exactly just such a Bill as half-hearted men would contrive and seek to pass. There was no sincere desire on the part of the Government to bring people here. They did not want to see the voting power of the people enlarged. They had no sympathy with the people, but wanted paupers, and would prefer them black rather than white.

Mr. FEEZ said that, after the very able speech to which they had just listened, it might seem presumptuous on his part to say anything on the very important Bill now before the House. Having seen that it was the intention of the Bill to repeal the existing Immigration Acts, he had hoped that the Government would introduce a measure which would meet the requirements of the time and advance the prosperity of the colony. The resources of the colony were enormous, and only population was needed to develop them. He was sorry to confess that the Bill did not come up to his expectations. The price of labour, owing to its great scarcity, had gone up to an almost prohibitory figure, and it would not be reduced without a very large influx of immigrants. Two years ago it was not difficult to obtain new chums, and men without experience, for from £30 to £50 a year. At the present day immigrants utterly incompetent, and without any experience of colonial work, refused 25s. a week and made conditions that their food was cooked for them. An influx of 100,000 immigrants within the next six months would not be sufficient to develop the vast resources of the colony. In the interior men could not be obtained to shepherd sheep, erect fences, and do the ordinary work on stations. A similar stagnation prevailed on the tinfields, the sugar lands, and the goldfields—in fact, everywhere—and the necessity for a very large increase of immigration was painfully

evident to everyone. Indeed it was the impossibility of procuring white labour that had set persons to seriously consider the question of introducing black labour. Many men who a year ago would have scorned the idea of employing black labour had now come to the conclusion that, if the resources of the colony were to be developed, they must have some kind of labour—if not white, then black. The Bill was by no means liberal enough for the wants of the colony. Instead of imposing penalties on immigrants for leaving the colony after being brought here at our expense the Government ought to offer them greater inducements to settle in the colony. It would be far better to give an immigrant, say, even only twenty acres of land to induce him to remain for a year or two than to punish him for going away. Punishments ought only to be inflicted upon those who came to the colony under false declarations. The existing stipulation was that no person should have a free passage to the colony who had previously been to any of the other colonies; but he had seen in Rockhampton immigrants who had come out at the expense of Queensland, availing themselves of the liberal provisions of the Queensland Government to return to Victoria and New South Wales, *via* Queensland, which was nothing else than a fraud. Those were the men who should be punished. The real immigrant should be encouraged, and he felt certain that if an inducement to remain were given in the shape of even twenty acres of land, after say two years residence in the colony, very few of them would ever leave the colony. He had listened to the statistics of the hon. member (Mr. Brookes) with great interest, and could, if necessary, give additional information with respect to emigration from Germany. Many of the emigrants who were now leaving that country were men of wealth, whose chief object in going away was to seek that liberty which they could not obtain at home. He trusted the present Bill would be so altered that it would have the effect of bringing to the colony not only men of bone and sinew, but men of capital as well. Some little relief to the labour market had been afforded by bringing out immigrants by the mail steamers, but it was utterly inadequate to the wants of the colony, especially in the Northern and Central districts. At Rockhampton there had been no vessel direct for the last twelve months; although when the question was before the House last session the Government promised that care should be taken during the next cool season to introduce a sufficient number of immigrants. The present prosperity was not, he admitted, at that time anticipated, but the scarcity of labour had raised wages to something enormous. When the mail steamers arrived at Keppel Bay thirty or forty immigrants were brought on to Rockhampton, and as soon as they got to the depôt and learned that there were more masters than servants, they asked whatever they pleased for their services, and wages were rising from day to day—in short, men were almost unobtainable at any price. On the Central Railway the number of men had been reduced from 500 to 150, and the contractors had had to ask for an extension of time, as they could not afford to pay the wages—as often as high as 10s. a day—demanded. He trusted the Government would send immigrant vessels to the Northern ports as well as to Brisbane. Every industry up there was, as he had said, at a standstill. Stations could not be formed, and a large revenue from that source was prevented from going into the Exchequer for this year and the next. Even the farmers could do nothing through want of labour. As the Premier had invited hon. members to assist him in making the Bill a good one, he (Mr. Feez) would do his best in that direction; and he

trusted the Bill would emerge from committee in a greatly altered shape, so that justice might be done to the wants of the colony.

Mr. KINGSFORD said it appeared to him that they were going on the old tack—instead of helping on the legislation of the colony certain hon. members were doing their very best to block it. The measure now before the House was being treated like its predecessors, and everything that could be scraped together—whether real or imaginary—was brought to bear to smother the thing in its infancy or to cover it with infamy and shame. The speech of the hon. member (Mr. Brookes) had very much surprised him.

Mr. BROOKES : No wonder !

Mr. KINGSFORD said it was not very long ago that that hon. member raised his voice as loud as any man in the colony against immigration.

Mr. BROOKES : That is not so.

Mr. KINGSFORD said the hon. member held forth that immigration was not wanted; that it would reduce the wages of the labouring class, and would be the ruin of the colony, and so on. They all knew the clap-trap cry that was raised by the so-called great Liberal party. It was wonderful how changeable that party was. Chameleon-like, their colour was different to-day from that of yesterday, and it would be different again to-morrow. It was all very well to accuse the Government of being dastardly, and of filling the colony with paupers instead of capitalists, and of doing this, that, and the other thing to bring ruin on the country. There was not a word of truth in all those accusations; and if the Government was guilty of one-half the things that had been alleged against it by the hon. member (Mr. Brookes), they were not worthy of their position.

Mr. BROOKES : That is exactly what I think.

Mr. KINGSFORD said it ill became any hon. member to indulge in such remarks against a body of gentlemen who had certainly done their best—even although they might have been mistaken—to further the interests of the colony. A great deal had been read and said about America, and the hundreds of thousands of foreigners who were going to America from Germany, Italy, Sweden, and other places, and of the vast amount of money thus introduced by them into America; and so much the better for America. He would ask hon. members to remember that instead of seven or eight days' journey, which it took to go from those places to America, it took between fifty and sixty days to go by the fastest route from England to Australia. That was sufficient to account for the large numbers that went to America in preference to Queensland or the other Australian colonies. He knew from recent observation and inquiry that that was the great obstacle to a rush of emigration to Queensland, for people whom he knew had lately gone to America because it only took them a few days to go home and see their friends, whereas it took six months, or four months travelling at least, to go from Queensland to England and back, and few people could afford either the time or the money. He did not think it was worth while for any hon. member to hash up for the benefit of the House such a document as that which they had heard read by the hon. member—written for and about America, and consequently not likely to take the duldest view of the question. It did not apply to this colony at all, which was distinct—distinct even from the other colonies. They stood by themselves—almost isolated. If the legislation of the past had not been sufficient to attract emigrants to these shores, so much the more was it a pity. Comparison had

been made between the first emigration agent and the present one. He knew something about that, and he would say that for efficiency the work of the present day was far greater than the former, when three-fourths of those introduced were the sweepings of England and of the streets of its great cities.

HONOURABLE MEMBERS on the Opposition Benches : No, no !

Mr. KINGSFORD said that he knew they were, and that plenty of people were brought to the colony at that time who would have been better left behind.

Mr. STUBLEY : You were one of them.

Mr. KINGSFORD said that such a state of things had existed because "numbers" was the cry, and numbers came; but, as to the quality, that was another matter. He would not say the agent did not do his best, but when he could not otherwise make up his number he sent persons who would have been better left behind.

Mr. BROOKES : It is not true.

Mr. KINGSFORD said the hon. gentleman could contradict him if he liked, but he knew he was right, and he was not in the habit of making false statements. He thought that they had gone unnecessarily into the details of the Bill, in speaking of matters which would have been better left until they got into committee. They all agreed with the general principles of the Bill, and that they wanted a larger population, as well as the best means of securing it. He believed the people that came out now—he might be judging upon a wrong and narrow basis—

Mr. STUBLEY : Quite true.

Mr. KINGSFORD said he believed they were of a far superior kind, and would do more good to the colony than three times the number of such as were formerly sent. Something had been said about the cruelty—almost wickedness—of the Government in proposing in one of the clauses of the Bill to punish immigrants attempting to leave the colony within a certain time after their arrival. He could not, however, see where the hardness was. If the Government and the people of the colony paid for the emigration of people from England to this colony, he held they had a right to those people's services for a reasonable time. He did not feel inclined to put his hand in his pocket to pay for people to come out here, if those people were, on their arrival, to turn round and go where they thought fit. The clause referred only to those who had their passages paid, and the evil was one which had been complained of in the past not only on both sides of the House, but by the colony generally. They had a right to stop those people from going away within a given time, if they could do so. He granted that it was a new phase in their legislation, but it appeared to him to be a right one. In regard to making arrangements at home with those people, it did not follow because he sent home and instructed an agent to engage people for him, and that agent did the best for him—it did not necessarily follow that the agent should be a rogue and take advantage of them, nor that the people were fools and did not know what the rates of wages were in Queensland. Communication was very rapid and frequent now, and the people at home had begun to open their eyes as to the state of the labour market here. He was certain that if they wanted to stop emigration all they had to do was to lower the wages of the working men. People would then ask why they should go to a new country, and their question would be a very difficult one to answer, though it was a very natural one to be put. With regard to the statements of the hon. member for North Brisbane that certain trades were

excluded, and the long tirade of tinkers and others who he said were not permitted to come, he (Mr. Kingsford) said that it was untrue. There was not an individual in Great Britain or Ireland, Germany or France, or anywhere else, but would be welcome here; but he held that the Government had a right to put some restriction upon those for whom the country paid. The representatives of no trade or calling were hindered from coming to the colony, and he would be especially glad to see those who could pay for their passages and bring capital with them. He should vote for the second reading of the Bill.

Mr. McLEAN objected to the dictum of the hon. member that the principles of a Bill were not to be discussed on the motion for its second reading. If that were so, it would only be necessary for the Minister in charge to move the second reading, and for members to agree to it, and then all the discussion to take place in committee. The object of the discussion on the second reading was to bring out their views, and he thought it was a very healthy sign when a long debate took place on the second reading of such an important measure as this, though it was not necessary with regard to all Bills. He was convinced that both sides of the House were of one opinion as to the necessity at the present time of having increased immigration, though they might differ as to the mode in which it was to be carried out. So far as the Bill was concerned, he agreed with the junior member for North Brisbane that it would have the opposite effect to encouraging people to come to the colony. They had heard a great deal about America and of the numbers of people who went there from Europe, and the vast sums of money they took with them. He recollected a suggestion which he saw in a newspaper some time ago which he thought a good one. It was that if they wanted to compete with America they must meet America on her own ground by fixing the passage money to Queensland at something like the same rate as would take people to America. He believed that if something of that kind was substituted for nominated and assisted passages they might get the very class of people to come to Queensland that they wanted—the class of small capitalists who would be prepared to pay a small sum to come out. The hon. member for Leichhardt suggested that they should hold out some inducement, such as twenty acres of land. He (Mr. McLean) would object to that. He would not give a paltry twenty acres, for he knew how many people had starved in Queensland on twenty, thirty, or even forty acres. In some places twenty acres might be sufficient for a man, but it was only in the vicinity of the towns. If America held out as an inducement cheap passages and 160 acres of land, let Queensland give them 160 or 200 acres of land, and the same scale of passages. In that way they would get the very class of people they were so desirous of securing.

The PREMIER: This Bill goes further than that.

Mr. McLEAN said that it did not go far enough. People now came out as paupers, but if they were brought out paying at an honourable rate they would be independent, and the benefit would be for the Government.

The PREMIER: I have no objection to that.

Mr. McLEAN said that instead of the Government paying about £15 per head they would only have to pay the balance of some £4 or £5. It would benefit the Government from a money point of view, and the country by securing a better class of immigrants than they had been securing. He thought the hon. member for South Brisbane was wrong in stating that three-fourths of those

who came to the colony under the agency of Mr. Jordan were the scum of the old country. No doubt a few of those people had come here, but not until Mr. Jordan had left Great Britain and was in Queensland. He (Mr. McLean) recollected perfectly well the class who came out after Mr. Jordan returned to the colony. They were a most undesirable class. He held that a better class never came out to the colony than during the time Mr. Jordan was Agent-General; and it could be proved—in fact, it had never been denied—that more money was brought here then than at any other time. There was something in the statement of the hon. member about the long distance people had to travel to get to Queensland; but he (Mr. McLean) thought that when once people were on the water they did not care about the distance. He believed they did not hold out sufficient attractions to draw people, and there was nothing in that direction in the Bill. He quite agreed that the Government were not justified in paying the passages of people to the colony, and then losing them immediately by their departure to other colonies; but he thought that too much power was given to police constables in the 19th clause. No constable ought to have the power of arresting a man on suspicion of leaving the colony before he had resided in it for twelve months after his arrival; and that portion of the Bill would have to be struck out in committee. Something ought to be done to increase the attractions of the colony and to meet the Americans, and he knew a number of people who believed in the suggestion that he had already alluded to. He hoped, therefore, that something in that way would be included in the Bill in committee.

Mr. DICKSON hoped he should not incur the wrath of the hon. member for South Brisbane by speaking on the Bill. Anything he had to say was intended to be a criticism on the policy of the Government, and he conceived that hon. members were perfectly entitled to address themselves to a measure which he believed dealt with the greatest social question that could come before them. He contended that at the present time the question of European immigration took precedence of all matters which could be brought before them during the present session. The difficulties of Great Britain and the Continent ought to be Queensland's opportunity, and they ought by all means in their power, not alone by legislation, but by superadding inducements of every character, to attract some of that immense stream of emigration which was flowing from the mother-country and the Continent. The question which came to his mind just then was—did the Government realise the importance of that question? The present Bill was a distinct answer in the negative. Out of the twenty-five clauses which constituted the Bill which was intended to repeal the existing statute, there were nineteen which were mere re-enactments of the old statute, and the new ones were without the conditions being enlarged to any appreciable extent to meet the requirements of the country. In the debate on the Opening Speech he charged the Government with not having had previously any desire to encourage immigration. That statement was based on the fact that in the Loan Estimates they had not provided for immigration, that at the present time the Loan Account was overdrawn, and that they were entirely dependent on contingent revenue and trust funds to provide the money for current expenditure on account of immigration purposes. The Loan Fund had been exhausted—a thing which had not occurred before, for there had always been close upon half-a-million of money to the credit of the fund. Under those circumstances he thought he was justified in the charge

he made; and he found a further corroboration by the Bill now before them. He believed that hon. gentlemen opposite, and even Ministers themselves, admitted that this was the most important question of the day. He was free to admit that it was surrounded with difficulties, and that it was not easy to say what sufficient inducements they should offer to attract people to the colony; but he thought they had better be too liberal in their inducements rather than err the other way. His opinion was that that Bill was mere waste paper unless it was also proposed to set apart certain areas of land for immigrants to settle on; and he hoped that before the debate closed they would hear from the Minister for Lands that some inducement of that kind was to be offered. He should like very much to see the experiment tried of large areas being set apart specially for agricultural immigrants. He would not detain the House at any length, because he could not improve on the excellent remarks of the hon. member for North Brisbane (Mr. Brookes), whose speech was not of a party character, but was the result of a large knowledge of the subject and a sincere desire to see a proper class of immigrants. As he had justly said, they were not now getting a proper class. The people that were wanted as much as any were those with a little capital, who, with industry and perseverance, might make it productive. The hon. member had shown how other countries were receiving a large influx of people of that character, and it was the duty of the colony to do what it could to attract the same class from Great Britain and the Continent. The debate so far had been an excellent one, because it had shown that the Bill was not sufficient to meet the requirements of the colony. They certainly did not alone want people brought to the colony who were coming solely to earn wages; they wanted employers also, and he believed it was admitted that there never was such an opportunity as the present for getting people of that kind. He went with the Government in their desire to keep immigrants who had been nominated and assisted to come to the colony, but he did not think the proper way to do that was by penal enactments; there must be rather substantial inducements if that was to be accomplished. Why, under that Bill no man would be safe unless he was known to the local police. If he went to see a friend off in a steamer, a constable would be permitted to apprehend him on suspicion of leaving the colony. Hon. members seemed to consider that a good joke, but it would not be a good joke if they were apprehended in that way, and he thought they ought not to legislate in such a manner that any man would be liable to that degradation. No doubt serious consequences would ensue if a constable apprehended the wrong man; but they could not prevent the disgrace and the inconvenience which an innocent man might suffer through such a power being unwisely placed in the hands of a constable. Of course a clause like that would doubtless be amended in committee. There ran through the Bill the very same feature that existed in other Government measures—namely, centralising all power in the hands of the Government. The next thing would be, if the Ministry were in office long enough, that they would bring in a Bill to abolish Parliament. They had a Bill before them by which the Savings Banks were to be worked by the Governor in Council, and now there was a Bill by which immigration was to be worked in the same way. The proportion of immigrants under the Act of 1872 was to be one-half to the Northern ports and one-half to Brisbane; but he admitted the requirements of the colony were such that that might have to be altered; yet he was

reluctant to place that power solely in the hands of the Government of the day, and withdraw it altogether from the control of Parliament. He repeated that the same principle ran through all the Bills introduced into that Parliament by the present Government—the withdrawal of matters from parliamentary supervision and control, as far as possible, and letting the Executive deal with them. But he trusted the House would show a proper sense of the dignity of Parliament, and would always be jealous, whatever side was in power, of those powers which were vested in Parliament being transferred to the Executive of the day. Parliament was undoubtedly the proper custodian, and the people's representatives were the proper stewards of those things, and any such transfer, unless on better grounds than those mentioned by the Premier, should be avoided. He should like to know what departmental action the Minister for Lands intended to take by which greater inducements could be offered to intending immigrants, in the hope of profitably employing and keeping them in the colony. He hoped to see immigrants arrive with some capital, by which they could settle down with benefit to themselves and advantage to the country. Too little attention, he believed, had been paid during the last three years to endeavouring to obtain immigrants from the Continent of Europe, notwithstanding the remarks of the hon. member for Wide Bay last session on the subject of Scandinavian immigration. He was amused at the tone in which the Premier referred to the matter, and showed the House what wonderful steps the Government had taken to encourage resumption of this class of immigration. Let the hon. Premier read the report of the Agent-General in London, dated 27th January, 1882—that officer having entered on his duties fully six months previously—and he would find that no steps whatever had been taken by the authorities for the revival of immigration from the Continent. He should have been glad to hear the Premier say that his instructions had been acknowledged by the officer in London. The Government must have been lukewarm on the subject; otherwise during the interval they would have called the attention of the Agent-General at home to the fact that their instructions had not been acted on.

The PREMIER: The hon. member misunderstood me altogether. The instruction I quoted was given by Mr. Macalister in the year 1875, and not by me last year. I quoted from "Votes and Proceedings." I said, in addition, it was three days after the Bill passed.

Mr. DICKSON said he accepted the explanation; but that did not clear the Agent-General from the fact that, knowing his instructions, he never acted on them.

The PREMIER: He has, indeed.

Mr. DICKSON said there was not a word in the report about immigration from the Continent. He chiefly referred to the matter because they found German and Scandinavian immigrants to be amongst the most *bonâ fide* settlers. There was not much necessity for penal enactments against them for leaving the colony; once they came they settled and remained fixed to the soil, and, so far as his observation went, they were a most industrious and useful class of settlers. While improving their position they were content to make steady progress without attempting those great leaps to fortune which some of their own countrymen endeavoured to make, not satisfied with small accumulation. The matter of immigration deserved the attention of every member of the House, and he believed they were all at one in wishing to see immigration assume its proper proportion at the present time. He

was glad to hear hon. gentlemen on both sides agree that the Bill did not in its present character meet the requirements of the time, and he certainly hoped that, in committee, hon. members would endeavour to make it a good, practical, workable measure, so that they might have settled among them within the next two or three years a very large increase of population of their own fellow-countrymen.

Mr. BLACK said it had been suggested several times that the Government should take further steps to settle a population on the agricultural areas of the country; and from that strangers would probably imagine that no facilities were offered for doing so. But the hon. gentlemen who had made the suggestion had not said how it was to be carried out. Instead of homestead selectors, as formerly, being confined to certain areas, they could now go over the whole of the settled districts of the colony and select 160 acres at 2s. 6d. per acre—that was, 6d. an acre per annum. A homestead selector taking up 160 acres of the finest land in the colony got it by an annual payment of £4; whereas any other selector would have to pay 15s. or £1 an acre for it. Unless the Government not only gave the land away, but stocked it with cows and horses, and perhaps ploughed it for the selector, he did not know how much further they could go in the way of offering facilities. Queensland offered exceptional facilities to the homestead selector, and none of the Australian colonies could hold out such a prospect to him of doing well and making a comfortable home for himself. He agreed with the general principles of the Bill, and thought that if they were carried out the House would certainly arrive at what they had been endeavouring to do—they would not only get immigrants from their own country, but also from the Continent of Europe. Clauses 10, 11, and 12 specially provided for that. Clause 10 referred to the immigration agent in Europe; and he imagined it was the intention of the Government to appoint such an officer, and having appointed one in Hamburg or some other Continental city, the Government would make arrangements to have direct shipments from those countries, for it was not likely that they would go to the expense of taking them first to London. A great deal had been said about competing with America for immigrants; but the positions of the two countries were not analogous. The American Government had no system whatever of free immigration; and he could not see if this colony failed to get immigrants, when they had to pay only £2, how more were likely to come to the colony if they were compelled to pay the same as to the United States—namely, £5. In the debate on the Address in Reply it was stated by an hon. member on the other side that it would be well if they could get out a number of labourers from Italy and Germany for agricultural labour in the North. But the Bill before them gave power to indent labourers from those countries; in fact, it provided special facilities for doing what hon. gentlemen on the other side suggested should be done; yet that night he heard it said that it would be cruelty to engage labourers of that description at home at a comparatively low rate of wages—the only rate, probably, at which it would pay employers in the North to engage. He looked on the Bill as a good one, because it would give employers in the North what had never before existed—the alternative of going to the countries of Europe for labour if they failed to obtain that description of coloured labour they thought necessary. It was no good to imagine that by destroying a certain description that employers considered necessary that they were going to do without labour, for labour they must have and would have. Therefore, he was glad to see the clause in the Bill.

Mr. GRIFFITH: It has been in force for the last ten years.

Mr. BLACK said he had never seen that particular clause before—viz., that agreements for one or two years might be made in Europe, and would be valid in the colony.

Mr. BROOKES: Fifteen years old.

Mr. BLACK said he might be wrong, but it was his opinion that no such clause had been inserted before in any immigration Bill in the colony. With regard to the remarks made about a certain farmer with two or three sons going to America and having over £2,200 in his pocket when he got there, he (Mr. Black) could only say that, if a man of that sort was too mean to pay his passage, they did not want him here; he would probably not be a very good immigrant after all. There was some objection to clause 20 of the Bill, which had already been referred to, and no doubt when it got into committee it could be altered. That was visiting the default of an immigrant on the employer. Many cases such as this might happen: An employer, through his agent at home, might engage twenty or thirty labourers or mechanics for different purposes, and on arrival here some of them might be found unsuitable or unable to fulfil the contract for which they were engaged. The employer, very likely not wishing to have any trouble, would probably say, "Very well, we don't suit one another—we will cancel the agreement." The immigrant went away, engaged himself to someone else, left him again in three or four months, and then left the colony, certainly through no fault of the original employer. He (Mr. Black) did not think it would be a fair thing, under such circumstances, to come down on the original employer and say, "You have to pay £16." At the same time he thought the clause was one which, even if passed, would become a perfect dead-letter. It would be an extremely difficult thing to identify the immigrant nine or ten months after his arrival. And who was to know that he had left the colony, unless he himself went to, say, New South Wales, and sent word to the Colonial Secretary that he had bolted, so that his original employer might be called upon to pay the £16. These, however, were matters that could be eliminated or improved when the Bill went into committee. On the whole, he thought it was one of the most sensible immigration Bills they had had for a long time, and, speaking for a number of gentlemen in the North, he believed it would be the means of solving the somewhat difficult labour question.

Mr. MACDONALD-PATERSON said he did not agree with the hon. member who had just spoken with regard to the man and his three sons who went to America having £2,200 in his pocket. He spoke of him not as a mean man but as a sound discerning man, because in going to America or Canada with his three sons he knew he could get passages at £5 or £6 each, but if he came to Queensland he would have to pay for himself and sons about £80. That was the first ingredient that would enter into that man's mind. He (Mr. Macdonald-Paterson) took him probably to be a capitalist who had realised upon his stock-in-trade, or crops, or furniture and effects, and went to a new land to enter into the same line of business there. Another ingredient that would enter into that man's mind was this: He knew that in many parts of America and Canada there were sections of the finest agricultural land in the world set aside which he and his sons were invited to take up and settle upon. They were not only guaranteed this, but they were guaranteed every facility for the cultivation of their crops. Thus communities were established with churches, and

schools, and villages, and towns and railways, and every convenience for conveying their produce to market. Those were some of the thoughts that would enter into that man's mind. He commended that man for going to a country which assured him all those advantages, and not to Queensland, which could not assure him even 160 acres of good agricultural land in any homestead area. That point had been adverted to by the hon. member for Mackay, who was quite correct when he said that any man in this colony—and he (Mr. Macdonald-Paterson) believed any lad of eighteen years of age under a recent law—could select a homestead. But it was a great disadvantage to tell an immigrant that he could go over nearly the whole of the settled districts of the colony and select a homestead. They wanted to alter that system. That was what he and others in the House, and many out of the House, had been complaining of for a long time. They wanted agricultural areas—areas of land specially selected for settlement—not bad land, not poor ridges, as he said recently when addressing his constituents. They ought to establish boards in each district who should have every encouragement, by payment of expenses, to go about in their leisure time and discover and set aside, or recommend the setting aside, of good land in the vicinity of towns, or even to recommend the formation of new towns where there was good land. Coupled with this immigration scheme there must be something of this kind. It was no use burking the question. Hand-in-hand with any immigration Bill there should be introduced a Bill to amend the land laws in that respect. The Agent-General and all his assistants in Europe should be able to tell the people whom they went before that they offered them a passage to Queensland on the same terms that they could get across to the States, and that without any condition of eligibility. He would have no assisted, or free, or nominated passages at all. He would simply make the condition that when a person presented himself, be he a lad of twelve years or an old man of eighty, he should be asked, "Have you got £5 in your pocket to pay for your passage?" and nothing else.

The PREMIER: You would soon empty the workhouses.

Mr. MACDONALD-PATERSON: There was an interjection that this would soon empty the workhouses.

The PREMIER: Yes, and lunatic asylums.

Mr. MACDONALD-PATERSON said, how was it they were not emptied by the facilities of getting to Canada and America? There were very few workhouse people who could find £5 to pay their passage with; very few indeed. At any rate, whatever arguments there might be for and against that matter, he had given a good deal of consideration to the subject, and he was more inclined to support the £5 rate—with entire freedom on the part of those who wished to immigrate to the colony, than to support the nomination rate and charge of £1. He thought there was something unsavoury to the working classes of the British Islands in this intensity of desire on our part to offer free immigration. The result was to give people at home a very poor opinion of the colony, as he had seen it stated in British provincial papers. They said, "It must be a very poor country indeed if they will take us from our own doors and land us there for nothing; the climate must be bad, or there must be something seriously wrong." Perhaps the Premier was not aware, or had forgotten, that this was the basis of the New South Wales system of immigration—the £5 basis. It was only last year that a regulation was laid upon the table of the New South Wales

Assembly—he was not sure whether it was passed or not—but he remembered that it fixed the basis at half the passage money. But he went lower than that and would fix it at £5.

The PREMIER: Do you mean to say that you would take all who presented themselves?

Mr. MACDONALD-PATERSON: Yes.

The PREMIER: Then you would empty the workhouses in no time.

Mr. MACDONALD-PATERSON said he had just been handed a pamphlet published in New South Wales on the subject. The immigrants were selected by the Agent-General.

The PREMIER: That is a contradiction of what you said before.

Mr. MACDONALD-PATERSON said he did not see any contradiction. He would allow everyone who presented himself to come out. He did not mean they should take the aged and infirm, but people sound in limb and health.

The PREMIER: You said old men of eighty.

Mr. MACDONALD-PATERSON said they never found an old man of eighty emigrating by himself, but he was always accompanied by his relatives. He might take the opportunity of saying that he remembered an old man of nearly eighty coming to Rockhampton with as fine a family, down to grandchildren, as anyone in that House ever saw, and they all came as free immigrants. The New South Wales statute said that the immigrants were selected by the Agent-General in London, or by persons appointed by him, and passages were given to anyone who could pay £5 towards the passage. Further on there were regulations with regard to children and married couples, and so on. He was not in favour of free immigration, and did not support the nomination system, although the hon. member for Mackay had spoken of it as a facility to employers. He thought, however, the indent or nomination system should be carried out on the £5 basis. The importation of South Sea Islanders required a larger payment by the nominating employer than £5, so that that part of the Bill could be carried out as well on the higher basis. Observations had been made with reference to the proportion of immigrants who went to the southern colonies, but they received a compensating number from the other colonies. He thought that the proportion of those who came hitherto had always been very fair indeed, as compared with those who left. He would rather be content with that equalising influence than support the penal clause in the Bill. Another point that had been omitted was the question of land grants. That had been adverted to by two or three speakers, and, beyond saying that he was favourable to something of that kind, he would pass on to a question that had not been mooted at all, and that was the relative proportions of the immigrants from the three kingdoms. It was a matter that should be regulated by Act of Parliament, and if no one else moved in the matter he should endeavour to do so himself, if he could find time. As was provided in the New South Wales Act, he thought that 10 per cent. at least of the number should be introduced, if possible, from Continental countries, and there ought to be some line laid down with regard to numbers from England, Ireland, and Scotland. He commended that to the attention of the hon. the Premier, who was in charge of the Bill, and if they had some assurance from him that he would introduce it into the Bill he (Mr. Macdonald-Paterson) would take no action at all in the matter. There was a number of minor matters in the Bill that he would like to refer to, but it would only unneces-

scarcely take up the time of the House. Beyond saying that he would like to give what the Premier had asked for—all the assistance he was able to give to make the Bill a good one—he would only say that he would do all he could, with the modifications he had suggested, to help the measure through, because there was no doubt it was the question of the day at the present time. As the hon. member for Leichhardt (Mr. Feez) had pointed out, their best interests were languishing, and some of the most promising enterprises in the Central and Western districts were quite at a standstill in consequence of the dearth of labour.

The MINISTER FOR LANDS (Mr. Perkins) said he did not intend to say anything in support of the Bill before the House, because every hon. member who had spoken for or against it had admitted the necessity of immigration and of some change in the present law. He rose to call attention to the way in which America had been trotted out, and the comparisons that had been made between it and this colony, and also to some remarks made by the hon. member for Leichhardt. He would begin by making a few observations upon the speech of the hon. member for Rockhampton (Mr. Macdonald-Paterson). At one period of his speech that hon. member was pleased to say that he would admit all persons from twelve to eighty; later on he said there should be some ratio or proportion between the number of immigrants introduced from England, Scotland, and Ireland. He did not see how those two proposals could square. The hon. member for Leichhardt complained of the dearth of labour, but he had heard that hon. member make those remarks elsewhere. It was not so long ago since, both at Rockhampton and Brisbane, that hon. gentleman had said that labour was so plentiful that immigrants were walking about the streets. The latest ornament in that House, the colleague of the hon. leader of the Opposition—he referred to the hon. member, Mr. Brookes—was very active about that time in denouncing the Government for not stopping immigration. He (Mr. Perkins) had a distinct recollection of the noisy meetings that were held in Brisbane, with the usual stock agitators to the front denouncing everything that was going on. Now they denounced the Government for not introducing immigrants more rapidly. They were being introduced now in a wholesome way, and he thought it should be a matter for sincere congratulation for the hon. member for North Brisbane and the hon. member for Leichhardt that such a wave of prosperity had set in. There was work for all those who liked to labour. Of course there were idlers in nearly every community, but there need be none in Queensland. Any man who was inclined to work could find employment at a good rate of wages, and hon. members, instead of howling and raging against the Government, should congratulate one another on the prosperous state of affairs. The hon. member for Leichhardt had brought up the subject of land grants. He (Mr. Perkins) was not in Queensland at the time those land orders were brought into operation, but he knew from his experience in the Lands Office what they were, and how they worked. He did not believe that 10 per cent. of those who got land orders in the old country operated upon them directly. They generally fell into the hands of land sharpers and speculators, and the immigrants did not get one-half of their value. He was quite sure the system was a rotten one, and did not root the people to the soil in any direction. He certainly hoped that whatever system was decided upon it would not be that of land orders. They should be guided by experience, and experience told them that that system

led to corruption and opened the gates to fraud. Hon. members had referred to the fact that agricultural areas should be thrown open to these people; but was not the whole of Queensland open to them? As he (Mr. Perkins) had pointed out, and as the hon. member for Mackay had pointed out over and over again, there was no country in the British dominions where there were such facilities for getting land, and getting it for next to nothing. They could get 160 acres of land against all comers, and they must be satisfied before any other selector could have a show. The land could be taken up for 2s. 6d. an acre with five years to pay for it, and the only condition was that of residence. It was within his own knowledge that sugar lands had been taken up in Northern Queensland under that system which, if they were put in the market to-morrow, would realise £7, £8, or £9 per acre. The hon. member for Enoggera who had spoken on that subject had had a long reign in office, and he should have seen the necessity of providing those agricultural areas, or farms, as inducements for immigrants. He (Mr. Perkins) should be glad to have it pointed out how they could do anything more to make the immigrants comfortable. The class of people that had come here up to the present time were not of the agricultural class, and had gone into farming quite regardless of the quality of the soil, the climate, and many other surroundings which were large factors in success. Many persons had taken to farming pursuits who were certainly intended for something else. The new arrivals were of little or no use to themselves until they had been here a year or two, and it would be a great injustice and cruelty to force them to go upon the land at once. Let them be acclimatised—let them be colonised and gather colonial experience—and, if they had money, put it away in the Savings Bank for a year or two. Let them get some kind master who would employ them for a few years, and after they had got rid of that home-sickness which surrounded immigrants on their arrival then let them go upon the land. They would by that time be of some use to themselves and to the country generally. Those were his views on the matter, and whether they were correct or not they were the result of experience. Now about the American phase of the question. He did not see that America need be trotted out at all. There had been a great number of immigrants to America from Ireland and Germany; they had accumulated wealth and sent home money to their friends to come out. The result had been a constant stream of money flowing to the old country, and an equivalent stream of immigrants. Putting aside that class of immigrants, let them look at the volunteer immigrants. They could get over to America in about seven days; but they looked upon the voyage out here as a perfect terror. That fear would fade away in the course of a few years, because the surplus population of Europe must find an outlet, and Australia would get that share of immigrants that America was now getting. He took it for granted that America in seven or eight years would be full, and the Australian colonies were then the only resort that immigrants could look to. Before he sat down he would make a suggestion, which, however, was not a new one. There was no doubt that immigrants left here for the southern colonies. He had a demonstration of that about six or seven weeks ago when coming down from Maryborough. The doctor of an immigrant ship that was in Hervey's Bay at the time he spoke of pointed out to him some eight or nine persons who had come out with him on that ship, and who were on their way to Sydney. Some of them were going to New Zealand, and some to Melbourne. He had also had some

forty or fifty persons pointed out to him on the wharf as new arrivals who were going south. He himself engaged two servants at the dépôt here—a brother and a sister—and took them up to Toowoomba. The young man was not in the place more than a month when he expressed a desire to go to Victoria to see a cousin of his in the police. He kept him for some time, and gave him, he was happy to say, a good thrashing before he left. He was with him some four months, and got very sleek; he was of no use when he entered his service, neither was his sister; he went away in spite of all his threats to Victoria, and his sister followed suit. Those were not isolated cases. From conversation he had with the young man mentioned, he found it was the design and intention of many of those immigrants when they left home to go to Melbourne. There was a very easy way to counteract that—much easier than getting immigrants from home. He would undertake, if a steamer was placed at his disposal or at that of an officer, to go down to Melbourne and get men there—not new hands, but the bone and sinew of the colony—to come to Queensland. It would work very well if they were to advertise in Victoria the inducements to come to Queensland, and the large fields of industry about to be opened up; and he was satisfied if the Government sent an agent to Melbourne to do that they would get as many men from Melbourne as they were getting out from home by the British-India Company's boats. They could get 300 or 400 men from Victoria in a month, every one of whom would be worth three or four new arrivals to the colony. He heartily approved of the penal clause in the Bill; that would enable the Government of the day to catch and arrest any person leaving the colony before twelve months had expired after his arrival. If his view was carried out he should make it two years, as he thought it was a shame that immigrants should be enabled to treat their benefactors—those who brought them out—in such a way with impunity. As to the hardship of arresting them without a warrant, a policeman could arrest a person now on suspicion without a warrant, and if those persons put themselves in the way of being arrested he thought it served them right. As to making the employer responsible, it might be inoperative here, but it was as well that persons sending home should know that they would be responsible, as it would make them be more careful in instructing their agents as to the class of men they employed. It was quite time that it was known that if persons came here at the expense of the country they should spend a certain time of service in Queensland on their own account or in the employment of others. He was quite sure, after the discussion upon the Bill, that when it came out of committee it would be a very useful measure.

Mr. FRASER said he could not let some of the observations which had been made during the debate pass without notice. First and foremost he should allude to the opening remarks of the hon. Minister for Lands. He thought he was as well acquainted with what had transpired in Brisbane in connection with this question for the last two years as that hon. gentleman; and he should like to know any agitation in which his hon. friend the junior member for North Brisbane had taken any part in condemnation of the Government for introducing or continuing to introduce immigrants. That any such agitation took place he certainly heard for the first time that evening from the hon. gentleman, and he challenged him to say when it had taken place.

The MINISTER FOR LANDS: About three years ago.

Mr. FRASER said he should be glad if the hon. gentleman could identify any such movement, for, so far as that side of the House was concerned, the general opinion was invariably in favour of a continued stream of immigration; and if a stream of immigration of the right kind were continually introduced into the colony, and facilities given to the immigrants when they arrived here to settle on the land, he ventured to say that they should never have to complain of too many immigrants coming into the colony. It was absurd to say that in such a colony as this, with such boundless resources undeveloped, in the lifetime of any present at all events, the time would arrive when the colony should be overstocked with people. Another remark they had heard was that there was no colony under the British Crown where such facilities were given, or such inducements offered to people to settle on the land. He admitted that what had been said by the hon. member for Mackay was perfectly right; but when the immigrants intending to settle upon the land arrived in the colony, where were they to find it? Was there any arrangement made for directing them to it, or for carrying them to it, or facilities for them to get at it? It was just like looking for a needle in a haystack. The hon. Minister for Lands stated, in the course of his remarks, that when the people settled formerly upon the agricultural reserves they made mistakes; they were not acclimatised; and that the result was, on account of their want of colonial experience, utter failure. What was the reason of that? Let any man go and examine what those reserves were. Let them go between here and the Logan, and he should like to know if any man with the Bank of England at his back, and all the colonial experience he could acquire, could ever make a living in such places as those. That was the reason they failed. Another remark was made by his hon. friend and colleague the senior member for South Brisbane, to the effect that the great bulk of the immigrants introduced under Mr. Jordan's auspices were objectionable immigrants. He begged to say, without fear of disproof, that those immigrants, without exception, were the very best class of immigrants that had come into the colony, and they formed the basis of what was a prosperous community just now. It was very true that at a certain stage of that immigration Mr. Jordan was interfered with, and what was the result? In a very short time they had the streets of Brisbane and the neighbourhood filled with a highly objectionable class. That certainly was the case. It had been objected that America could not be quoted as a guide, because there was no analogy between the two cases; but even if there were no strict analogy it was surely allowable to take a leaf out of the practice and experience of another country. The Government might endeavour to treat immigrants as they were treated in America by those who were interested in settling the country. It had been sarcastically suggested that the Government should plough their land for them; but he would point out that in America the very next thing to ploughing the land was done for them. They were carried hundreds of miles into the interior for nothing, provided with houses and implements, and in some cases supplied with seed for the first two or three years; and the result was usually that those who bore this expense were amply repaid. Without canvassing closely the character of the Bill, he must say that, remembering the intimation contained in the Governor's Speech, he had expected a Bill of a much more advanced and liberal character. This was only a copy of Bills which the House had already passed, with some omissions and some slight additions. He could not forget that

when the Minister for Works sat on the Opposition side of the House that hon. gentleman was a very ardent advocate of immigration; and that, on the occasion of the present Premier moving his contingent motion for a three-million loan, the hon. gentleman made a speech to the effect that if the loan were granted the debt per head of the colony—then something approaching £60—would, through public works and immigration, be reduced by 1881 to £40 or £45 per head. The hon. gentleman was now a member of the Ministry that obtained that loan, and he had an opportunity of developing his system of immigration and public works; yet at the present time—1882—the debt was still over £60 per head. He had anticipated that the Immigration Bill would have been one more calculated to carry out the spirit of the hon. gentleman's own prophecy. There was another matter to which he wished to allude more pointedly than it had been alluded to hitherto. He was very much disappointed at the absence of any specific provision for the continuance of a constant stream of German immigrants. A better class of immigrants the colony never had. There was not the slightest danger that they would cross the border in any number; let them settle upon a stony ridge or in a swamp, and if the land were their own they would in a few years make it into flourishing and prosperous farms. Instances of that could be seen round Brisbane. The colony could hardly do better than invite that class of immigration and give it every encouragement. It had been stated that German immigration was provided for under the remittance system, but a direct provision should have been made for it if the Government were sincere in their desire to introduce that class of immigrants. The Colonial Secretary had stated that he should very much prefer the introduction of skilled mechanics to that of agriculturists or farm labourers. That might be perfectly correct up to a certain point; but what would be the use of introducing the mechanic, engineer, or skilled labourer, unless the agricultural labourer were introduced to develop the resources of the colony, and thereby call the services of the skilled mechanic into request? Without that the presence of the skilled mechanic would be utterly useless and a disappointment to himself. The complaint that immigrants left at once for the other colonies might be well founded to a certain extent; but a reference to the statistics of the Registrar-General showed that, with the exception of one or two years, the balance between immigration and emigration, from and to the other colonies, had been constantly in favour of Queensland since the commencement of the colony. Of course it was desirable that the colony should retain the immigrants whom it brought out; but he was perfectly satisfied that the penal clause, as applied to those likely to introduce friends, would, when it became known, have a very deterrent effect. Who would like to make himself responsible for introducing a number of immigrants, if he was liable to be held answerable for their continuance in the colony for one or two years? Instead of a help to immigration that provision would be quite the reverse. It seemed to be agreed on both sides of the House that this was a most important question, and one which ought not to be considered from a party point of view. He trusted it would not be, seeing that the well-being and prosperity of the colony depended upon population. The thing to be decided was the best mode of introducing the best class of immigrants into the colony. Hon. members appeared to have rather lost sight of the fact that at no previous period in the history of immigration had such favourable opportunities

as the present existed for introducing into the colony the class of immigrants most desired. The labouring class were no doubt very desirable, but there were also now in England, Ireland, and Scotland very many men with a small amount of capital looking out for a suitable field for their labour. A serious effort should be made to bring the advantages and claims of Queensland immediately before this class. The colony was now old enough, and its immigration system had been in operation long enough to make it sufficiently well known in all parts of Great Britain. It was strange that not only in remote parts of Great Britain, but amongst educated people, comparatively little was known concerning this part of the world. A gentleman, recently returned from England, called while there upon an old medical friend, who, it might be presumed, would know something of other countries. After some conversation, his friend asked him, "By-the-bye, where have you been for the last few years?" "I have been in Queensland," was the reply. "Oh, indeed," said his medical friend, "and what part of America is that?" That was a case in point, and it was the duty of any Government to take steps to bring the claims and advantages of the colony within the knowledge of all classes in the mother-country. He (Mr. Fraser) had frequent communications from England and Scotland, and he knew that there was a large class of highly desirable immigrants, industrious, frugal, steady—who had contributed largely to render Canada and New Zealand what they were—who knew next to nothing of the advantages they could derive from coming to Queensland.

Mr. MACFARLANE said that at that late hour he should make his remarks on the Bill as brief as possible. It was a very hopeful sign for the future of the colony to see so much interest taken in a discussion on the question of immigration. It was certainly one of the most important questions that could engage their attention. Considering that the Bill had been introduced by the present Government, he looked at it from their standpoint as a very liberal measure indeed. For some time past there had only been one class of politicians—they were all Liberals. In the recent by-elections all the candidates were Liberals; and, such being the case, he looked upon the present Bill as a Liberal measure, though no doubt it would have been more liberal had it been brought in by the Opposition. There were only one or two points in it to which he would now refer. In spite of what might be said by the Minister for Lands or the hon. member for Mackay about the facilities afforded to newly-arrived immigrants, and about their having the choice of taking up 160 acres of land, he would say that, although that looked very well on paper, still, when the immigrants began to make inquiries as to where they could find that land, they could get no information whatever. Why should not the Minister for Lands have agricultural reserves surveyed and marked out into 160-acre blocks, so that the immigrant might know whither to direct his steps on landing? It would save him a wonderful amount of trouble; the immigrant would find other men settled in the neighbourhood; there would be a community of interests; towns would spring up around the reserves, and the colony as a whole would receive the benefit. There were several good points in the Bill, and, as the Premier had invited hon. members to help him to improve it, he believed it might be made into a really serviceable measure. It would be the fault of the House if, when the Bill took its place on the statute-book, it was not something very different from what was now proposed. The hon. member for Mackay mentioned that an alternative had been presented to the sugar

growers. That alternative had existed for a considerable time; but would it not be far better to allow employers of labour to bring out as many labourers as they chose from England, Scotland, or Germany, than to give them the other alternative of employing black labour? In those countries there were people who would work for very little more than the cost of a kanaka. If one white man could do as much work as two blacks—and blacks were now, he understood, fetching £17 a head—the pay of a white man at the same rate would be £34, and there were many in the countries he had mentioned who would be willing to accept an engagement for two years at that rate. After having learned the rudimentary part of the business of sugar-growing and saved a little money, those persons would take up land and become good colonists. What benefit could the colony as a whole ever derive from black labour? It was to their interest to encourage that part of the Bill which permitted employers of labour to bring out white labourers, in order to keep out the evils which would follow upon the introduction of black labour. He would not take up further time at present, but would reserve any further remarks he might have to make on the subject until the Bill was in committee.

Mr. GRIFFITH said that when he observed in the Speech of His Excellency the Governor that an Immigration Bill was to be introduced he had expected to find that it would contain at least some new provisions worthy of the subject. They all admitted that their present arrangements were unsatisfactory; yet the Bill before them was practically a transcript of the old one, with the parts which had been repealed from time to time omitted. There were some trifling changes, he granted, but what was wanted was not to revise the wording or punctuation of the Act, but to make some change in the mode of attracting the immigrants; and that too, it must be remembered, at both ends of the world. They must offer greater inducements to people to come to the colony at the other end, and supplement that by giving greater facilities to them for settling down after they got here. He thought they might do worse than take a leaf out of the American book. As to immigrants' reservations, no change could be made on that point by the Bill, but it must be done by a separate Bill, in the nature of a land Bill; and he thought that it would be a very good thing if the Government would announce their intention to introduce such a Bill, as a great many members of the House were in favour of it. With reference to the suggestion made by the hon. member (Mr. Macdonald-Paterson) a few weeks ago that they should offer passages at American rates, he thought there was a good deal in it. Many men might accept a passage at £5 when they would not do so at £1, and he thought the Bill might be modified to the effect that the Agent-General might, with the sanction of the Governor in Council, make arrangements with shippers for the conveyance of passengers to Queensland at the current rates prevailing for the passage of emigrants from British to Canadian ports. Then he thought their object would be obtained, as the sentimental objection to accepting charity might thus be overcome.

The MINISTER FOR WORKS: What are the Canadian rates?

Mr. GRIFFITH said he presumed they were about £4 or £5. At any rate the experiment was worth a trial, and he hoped his hon. friend who made the suggestion would introduce a clause to that effect. Just a word as to the changes in the Bill. Hon. members seemed to think that the provision enabling persons to indent labour was new. It was not new; it was

the old law, only that persons now had to pay £6 instead of £3, and the term of service was not to be for less than twelve months. So with regard to the validating of the agreements. That was not new, but was in the Masters and Servants Act which was passed in 1861, and had been in force ever since. He himself had heard of instances where it had been done. He was glad, however, that it had been discovered; and he thought there was a glimmer of light to be discovered in the speech of the hon. member for Mackay, who said that he now saw a way out of the labour difficulty. He (Mr. Griffith) was delighted, as he had himself seen the way a long while. He was glad to see that the hon. member for Mackay showed signs of coming round, and he hoped the hon. gentleman would be influenced by his discovery in the treatment he would give to the important question which would come before the House next week. With regard to the penal conditions, he granted that they were certainly new, and from one point of view he was prepared to agree that a man who had his passage paid to the colony on the condition that he should remain in it and be a colonist, behaved very badly if he went away from it, and that he deserved to be punished. It was just, perhaps, but was it politic? Was it wise, at a time when they were trying to induce men to come out here, to give them notice, by placard in the Agent-General's Office, that if they came to Queensland and then attempted to leave it they would be imprisoned for six months? He did not think it would be politic. There were many reasons why a man might wish to leave a country before he had been in it for twelve months. For every one man who would be deterred from leaving by such a law, he thought ten men would be prevented from coming out. The provision for the punishment of persons for perjury was copied from the existing law; but a moment's consideration would show that they could have no power to punish here for an offence committed in England—so it was merely an idle threat—and he remembered a clause of a similar character being repealed at the request of the British Government. Such discussion as they had had that evening was necessary on the motion for the second reading of a Bill. Some hon. members had spoken as if the duty of the House on a second reading was only to approve of the title of the Bill, irrespective of its contents. That was as new to him as the argument that Ministers were to get credit for being everything that was good, and only to be criticised in the mildest manner, and as if everything they did must be right. He should not agree to that, but he should take a *prima facie* view that their actions were not right but wrong, and that there was always something to be found out, not only for their own sakes, but that the affairs of the colony might be properly carried on.

The MINISTER FOR WORKS said he expected when the hon. gentleman rose that he would have told them that there was nothing new in the Bill, and that what was new was not very good.

Mr. GRIFFITH: I am glad you agree with me.

The MINISTER FOR WORKS: The hon. gentleman had told them of the provision in the old Immigration Act, and he had also said that agreements entered into in England could not be enforced in this colony.

Mr. GRIFFITH: No; I said that offences committed in England could not be punished in this colony.

The MINISTER FOR WORKS: That would be an offence in England. Any person making an agreement in England under the Masters and

Servants Act could not be compelled in the colony to carry it out.

Mr. GRIFFITH: The Masters and Servants Act says differently.

The MINISTER FOR WORKS said that a portion of the 19th clause, which had been quoted as a penal clause, had been taken exception to by several hon. members. But if an immigrant wished to leave the colony, and he had a *bonâ fide* reason for so doing, if he applied to the Minister he could get permission to leave. The clause was intended to prevent people leaving the colony who had come out for the express purpose of going to other colonies, and it would not deter one single *bonâ fide* immigrant from coming. As to the immigration being in favour of Queensland, the fact was that it was the superior attractions of the North which recommended it in preference to the neighbouring colonies. They were told that the Bill was not liberal enough—that it did not offer sufficient inducements in the shape of land; but why were they to hold out inducements to people to come to the colony which they did not offer to those in the colony? People in the colony did not complain that they had no land given them to settle on. As had been stated by the Minister for Lands and the hon. member for Mackay, every man could get a piece of the most valuable land in the colony at the small price of 2s. 6d. per acre, payable in five years. No such inducement was offered in any other part of the British dominions, or in America. There had been a good deal of talk about taking a leaf out of the American book. Now, what was that leaf? Did not every hon. member know that the American Government did nothing whatever to attract immigrants; that the whole immigration system of the United States was carried on by private companies? He held in his hand the prospectus of one of those companies, which had been received by an hon. member of that House. That prospectus stated that immigrants could obtain land at £1 per acre. It was true that they were taken on to the land, which was near to a railway, but they had to pay £1 per acre for it. That was the leaf out of the American book. In Queensland immigrants could get land at one-eighth that price. Immigration in America was carried on by those land-grant companies which hon. gentlemen on the opposite side of the House had such a horror of. He contended that the colony was doing as much as it possibly could to induce immigration, and that the inducements held out were quite sufficient. The system at present in force was a much better one than any yet suggested by any of the speakers on the opposite side of the House. The hon. member for South Brisbane had been very facetious about the £3,000,000 loan, and his (Mr. Macrossan's) glowing account of immigration going hand-in-hand with public works. All he could say was that, had the circumstances of the colony remained as they were then, his prediction would have come very close to fulfilment; but the fact was that, immediately the loan was floated, there was a period of depression. At the same time, had it not been for the loan, what would the condition of the colony have been? Hundreds of working men were at that time walking about looking for employment. He deprecated any inducements being held out that would flood the colony with immigrants in such a way as to bring down the rate of wages. The best inducement they could hold out was to keep a high rate of wages, as at present. So long as they were able to offer 25s. or 30s. a week to intending immigrants, so long would they get plenty of them. He quite believed that

hon. members on both sides of the House wished to make it a perfect Bill, and he thought before it obtained the assent of His Excellency that it would be a perfect Bill; but very little improvement could be made in it in the way of increasing the inducements. At the present time the Agent-General had instructions to send out immigrants at the rate of 10,000 a year. He said the other evening, and no hon. member had yet denied it, that the colony was bringing out more immigrants in proportion to the population—and it was only in proportion to the population that they should come—than was even America. If they did more than that the result would be that very soon the working men would be crying out against immigration. He thought hon. members would do well to study the American system of immigration, because not one of them seemed to understand it. The only thing the Americans had in the whole of the United States to induce immigrants was a homestead law, and it was not one bit superior to the homestead law in Queensland. At the present time land could be obtained in Queensland suitable for settlement within twenty, thirty, and forty miles of the coast; whereas in America immigrants must go 1,500 miles before they got to the land there under the homestead law, which was a vast difference.

Question put and passed. Committal of the Bill made an Order of the Day for to-morrow.

ADJOURNMENT.

The PREMIER intimated that the business for to-morrow would be the consideration in committee of the Savings Bank Bill, the Local Bodies Land Bill, the Mineral Lands Bill, and the Immigration Bill.

The House adjourned at twenty-two minutes past 10 o'clock.