

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**FRIDAY, 7 DECEMBER 1894**

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## LEGISLATIVE ASSEMBLY.

FRIDAY, 7 DECEMBER, 1894.

The SPEAKER took the chair at 7 o'clock.

## MESSAGES FROM THE LEGISLATIVE COUNCIL.

The SPEAKER read messages from the Council, returning the Loan Bill, Appropriation Bill, and Railway Bill without amendment.

## HANSARD JOINT COMMITTEE.

The PREMIER (Hon. H. M. Nelson): The message we have received on this matter from the Council is to the effect that the joint committee on reporting, printing, and circulating *Hansard* have leave to sit during the recess and report to both Houses next session. I find that no precedent can be found for a resolution of this nature, and the general principle applies in this as in all other cases, that committees appointed during the session expire on the prorogation of Parliament. I think, however, that we can effect the same object and adhere to the practice which has been established for a number of years, and form a very good precedent. I, therefore, propose to send the following message back to the Council:—

"That this House concurs in the resolution submitted by the Legislative Council, amended so as to read as follows:—

"That the gentlemen constituting the joint committee upon the reporting, printing, and circulating of *Hansard* continue to control during the recess the matters for which the committee was appointed.

"That the Legislative Council be invited to concur in the resolution as so amended."

Question put and passed.

At a later hour a message was received from the Council concurring in the motion.

## PASTORAL LEASES EXTENSION BILL.

## COUNCIL'S AMENDMENTS—COMMITTEE.

The SECRETARY FOR LANDS (Hon. A. H. Barlow) said the amendment was a new clause to follow clause 5. Hon. members would remember that, under the provisions of the principal Act, pastoral lessees within 100 miles of the southern border were offered an extension of their leases for seven years, provided they complied with certain conditions regarding the erection of rabbit-proof fences. Some persons whose runs were situated within that area had fences on their runs, and the material thereof was sold to the boards, and re-erected, generally speaking, on the boundaries of the runs for the purpose of forming a continuous fence. Although they were thus paid for the fences they claimed that they were within the provisions of the Act. In fact, they asked to be twice paid—once by the boards for the material, and, secondly, by receiving an extension of their leases for seven years. The Council had very wisely inserted this new clause to provide that, after being paid for their fences, they could not take advantage of the provisions of the Act. He moved that the amendment be agreed to.

Question put and passed.

The House resumed; the CHAIRMAN reported that the amendment had been agreed to; and the Bill was ordered to be returned to the Council, by message in the usual form.

## CIVIL SERVICE BILL.

## COUNCIL'S AMENDMENTS—COMMITTEE.

The COLONIAL SECRETARY (Hon. H. Tozer) said the Council had inserted a new clause to follow clause 1, and made a consequential amendment in clause 3. It was understood when the Bill passed here that it would have gone through before the end of November; but there had been delay, and the object of the clause was to provide that the Civil servants should not be called upon to pay into the superannuation fund after the 1st December. He moved that the new clause be agreed to.

Mr. FISHER asked when the money would be payable to the Civil servants?

The COLONIAL SECRETARY: As soon as the calculations are made.

The PREMIER: In the course of a month.

Question put and passed.

The Council's amendment in clause 3 was agreed to.

The House resumed; and the Bill was ordered to be returned to the Council with the usual message.

## MEAT AND DAIRY PRODUCE ENCOURAGEMENT ACT AMENDMENT BILL.

## COUNCIL'S AMENDMENTS—COMMITTEE.

On the motion of the SECRETARY FOR LANDS, the House in committee agreed to the Council's amendments in this Bill; and ordered that the Bill be returned to the Council with the usual message.

## GOVERNMENT SAVINGS BANK STOCK BILL.

## COUNCIL'S AMENDMENT—COMMITTEE.

The COLONIAL TREASURER (Hon. H. H. Nelson) said the only amendment made in the Bill by the Council was the insertion of a new clause relating to the investment of funds by trustees in Government Savings Bank stock. When the matter was drawn attention to in this Chamber it was not considered absolutely necessary to take action; but on further consideration it had been thought advisable to have the new clause inserted. It simply said that trust moneys, which had to be invested in Government securities, might be invested in Government Savings Bank stock. He moved that the new clause be agreed to.

Question put and passed.

The House resumed; and the Bill was ordered to be returned to the Council with the usual message.

## CROWN LANDS BILL.

## COUNCIL'S AMENDMENTS—COMMITTEE.

Clause 7.

The SECRETARY FOR LANDS said the first amendment in the clause repealed the 37th section of the Crown Lands Act of 1884, which was re-enacted later on. That section provided a penalty for persons depasturing stock more than half a mile on each side of a road, but it did not provide any penalty for not moving them on at the rate specified by the Act. The rest of the amendment was to make the meaning of the clause clearer. It showed the difference between a drover and a traveller, and brought camels within the provisions of section 37. Under the Bill as it left the Assembly a person with camels could depasture them where he pleased, and stay on the road as long as he liked. He moved that the amendment be agreed to.

Question put and passed.

New clause 8.

The SECRETARY FOR LANDS said this was a clause to give effect to the previous amendment, the penalty being a sum not exceeding £20. He moved that it be agreed to.

In reply to Mr. FISHER,

The SECRETARY FOR LANDS said the penalty was the same that was provided in the 37th section of the Act of 1884.

Mr. HARDACRE said the new clause seemed rather too strict. It did not provide for a man staying on a run with the permission of the owner. It left it open to prosecute whether permission was given or not. If he failed to go on he was liable to prosecution and punishment. On the other hand it was not likely that anybody but the lessee would take action.

Question put and passed.

New clause 11.

The SECRETARY FOR LANDS said the Council had negated clause 8, and substituted for it a new clause which was an admirable one. It made perfectly clear what the Assembly intended to do under clause 11—namely, that if a person had a homestead under the Act of 1876, not being the full extent of 160 acres, he might, from contiguous Crown land, fill up the amount to 160 acres. He moved that the amendment be agreed to.

Mr. GLASSEY suggested that care should be taken that a person with 80 acres did not make up the 160 acres by obtaining the pick of the adjoining land and leaving all the worthless land.

The SECRETARY FOR LANDS said no person could take up land until it was thrown open for selection. Under the Act of 1876 a person who had a homestead, even if it was freehold, was incapacitated from taking up any more.

Mr. DUNSFORD asked whether the selector would be subject to competition, or whether he would have a prior right?

The SECRETARY FOR LANDS replied that if the Minister chose he could give priority of right. If the land was thrown open to competition the selector would have to stand the competition.

Question put and passed.

Clause 15.

The SECRETARY FOR LANDS said the Council had extended the area which could be taken up in order to remove a homestead from reach of floods from half an acre to not more than ten acres. He thought the amendment a good one, and moved that it be agreed to.

Question put and passed.

Verbal amendments in clauses 22, 24, and 28 were also agreed to.

The House resumed; and the Bill was ordered to be returned to Council with the usual message.

#### AGRICULTURAL LANDS PURCHASE BILL.

##### LEGISLATIVE COUNCIL'S AMENDMENT.

On the motion of the SECRETARY FOR LANDS, the consequential amendment of the Council in clause 20 was agreed to; and the Bill was ordered to be returned to the Council with a message in the usual form.

#### ORDER OF BUSINESS.

On the Order of the Day, "Supply," being called,

The PREMIER said: I move that this and the other Orders of the Day—Government business—be postponed until Tuesday next.

Mr. HARDACRE: I have no objection to the motion, but I wish to know whether it is merely a formal motion, or does it mean that we are going on with further business on Tuesday?

The PREMIER: If we get our business back from the other Chamber this evening, of course we shall have no business to proceed with.

Mr. FISHER: Why not say Monday?

The PREMIER: Because I said Tuesday.

Mr. FISHER: I move, as an amendment, that the word "Tuesday" be omitted, with the view of inserting "Monday." It does not matter if Monday is a public holiday. We want to get home.

The SPEAKER: The amendment proposed by the hon. member is not admissible, as Monday is not a sitting day.

Mr. GLASSEY: I regret that the Premier should have given such a curt answer to my hon. colleague. He might have said quietly that Monday was not a sitting day, instead of saying that he did not say Monday because he said Tuesday. It was very unfair for him to reply to the question in such a discourteous manner.

Mr. McDONALD: Do I understand that the business to be taken on Tuesday is purely formal? Will not the Premier give me an answer?

The SPEAKER: The hon. member cannot expect an answer while he remains standing.

Mr. McDONALD: If I sit down I lose my right to speak, and the Premier might reply by interjection, as is often done. I ask the question, because a Northern boat leaves on Saturday and another on Tuesday. If I lose the latter I shall have to wait until the following Saturday, and return tickets are not available by other lines of steamers now.

The PREMIER: With the permission of the House, I will repeat what I have already said. The Government do not intend to proceed with Order of the Day No. 9 or any other of the Orders of the Day following. I do not know what may be done in the other Chamber, but probably this will be the last sitting of the House this session.

Question put and passed.

#### ELECTORAL REFORM BILL.

##### SECOND READING.

Question—That the Bill be now read a second time—put; and the House divided:—

AYES, 17.

Messrs. Cross, Fisher, Ogden, McDonald, Hardacre, Jackson, Browne, Leahy, Powers, Turley, Rawlings, Dawson, Dunsford, Reid, Drake, Wilkinson, and Glassey.

NOES, 31.

Messrs. Barlow, Nelson, Tozer, Archer, Dickson, Philp, Byrnes, McMaster, Stephens, Smith, Watson, Thomas, Tooth, Stevens, Duffy, Plunkett, Cadell, O'Connell, Lord, Phillips, Corfield, Battersby, Agnew, Kingsbury, Foxton, Crombie, Armstrong, Callan, Midson, Petrie, and Annear.

PAIRS.

Ayes—Messrs. Groom, W. Thorn, Kerr, and Daniels.  
Noes—Messrs. Grimes, Chataway, Cameron, and Cribb.

Resolved in the negative.

#### GRATUITY TO MRS. GRIFFITHS.

Mr. ANNEAR, as Chairman of Committees, presented the following resolution agreed to in Committee of the Whole House:—

"That an address be presented to the Governor praying that His Excellency will be pleased to cause to be placed upon the Supplementary Estimates for the present year the sum of £100, as a final allowance to Mrs. Griffiths, widow of the late Engine-driver Griffiths, who lost his life in the discharge of his duty, by a railway collision at Darra, in 1884."

Mr. WILKINSON: I move that the resolution be adopted.

The COLONIAL SECRETARY: Has the hon. gentleman had time to consult with the person he principally represents to ascertain whether this will be accepted as a final payment?

Mr. WILKINSON: I have not been home since yesterday, and have no further information on the point. So far as I am personally concerned, I will not bring the motion forward again, but I can make no promise on behalf of the widow.

The PREMIER: The matter has been carefully considered in committee, and an amendment has been embodied in the resolution to the effect that this is to be a final payment, so that I do not think we shall run any danger in adopting the resolution.

Mr. McMASTER: To whom is the money to be paid?

Mr. GLASSEY: To the widow, of course.

Mr. McMASTER: I have been informed that she is not to receive a single shilling, but that it will be paid to some storekeeper. I hope the Government will not pay the money to any storekeeper, but will see that the widow gets the benefit of it.

Mr. FISHER: I think after this disgraceful exhibition of spleen, spite, and meanness—

The SPEAKER: Order! The hon. member is not in order in using that language.

Mr. FISHER: I have never heard the word "meanness" described as unparliamentary language.

The SPEAKER: The hon. member used the words "spleen, spite, and meanness." Those words are not parliamentary.

Mr. FISHER: Then I will withdraw the word "spite," and say that I have never seen such a display of meanness as has been exhibited in connection with this proposal to vote £100 to Mrs. Griffiths. The Premier said yesterday that it was brought forward in the interests of storekeepers.

The PREMIER: I said I was informed so.

Mr. FISHER: I say it is mean and contemptible to make such statements, especially when the parties concerned have no opportunity of replying.

Mr. FOXTON: I congratulate the hon. member on having arrived at the conclusion that it is contemptible to make in this House attacks upon people who are outside, and who are unable to defend themselves; and I trust that his opinion is shared by the whole of his party.

Mr. WILKINSON: With the permission of the House, I would like to put myself right on this matter. What Mrs. Griffiths will do with the money is not a matter that concerns me. No storekeeper has approached me in the matter; and it is likely, if she owes money to storekeepers, that they are not political friends of mine. I am not likely to gain any political *kudos* for having brought forward this motion.

Mr. GLASSEY: I am somewhat disappointed that hon. members are so very careful of the finances of the colony when a claim on behalf of a person in a humble position is made in this House, because I find that there is no such scruple on the part of hon. members when claims are made on behalf of those who deserve far less consideration at the hands of the country. Mr. Manning has been drawing £600 a year for the last twenty-five years; and I have never heard one hon. member on that side say the time has arrived when the payment should cease.

The COLONIAL SECRETARY: A Bill was passed.

Mr. GLASSEY: Yes. Those in high places, who are not in a condition of necessity, have a law passed to enable them to draw their money without question; but a widow like Mrs. Griffiths must submit to all the criticisms, and abuse, and insinuations heaped upon her when the Estimates are discussed from year to year. I share to the fullest extent the sentiments expressed by the hon. member for Carpentaria, that if ever there was a man who performed his duty faithfully and gallantly it was the husband of this woman for whom we are asked to vote this money.

Mr. CROMBIE: I think that, if this unfortunate woman who lost her husband some years ago is in difficulties, it will be money well spent to pass this motion, and pay her this amount.

Mr. ANNEAR: I had the pleasure of knowing the late Mr. James Griffiths as an engine-driver; and when the hon. member for Ipswich introduced the motion first I voted against it believing that the payment made last session was accepted by Mrs. Griffiths as final; but, having heard the hon. member for Carnarvon read the Treasurer's remarks from *Hansard* yesterday, I intend to vote for the motion. I am glad to see hon. members opposite in a generous mood, because there is a very deserving case in my electorate which I shall bring forward next session; and there is the case of a man who lost his life in the service of the Harbours and Rivers Department, which will be brought forward by the hon. member for Fortitude Valley, Mr. Watson. I agree with the hon. member for Burke that a more worthy colonist or a more worthy man than James Griffiths never lived in this colony.

Mr. HARDACRE: I am only sorry the sum is not larger. I voted yesterday for its being a final payment, for the reason that if it is made continuous all sorts of claims will come up, and in time we shall have a huge expenditure like that which exists in the United States at the present time. In that country millions of dollars are paid every year to the widows of supposititious soldiers who are supposed to have been killed in the civil war. It was to prevent that system from obtaining a footing in the colony that I voted for this being the final payment. I believe in the system of giving once and having done with it.

Question—That the report be adopted—put and passed.

#### THE PILOT SERVICE.

##### RESUMPTION OF DEBATE.

On the Order of the Day being called for the resumption of the debate on the Hon. J. R. Dickson's motion on this subject (*vide Hansard*, page 1356)—

Mr. WATSON said: When this motion was last before the House I was stating that for the good of the port of Brisbane I thought the Government would be acting wisely in putting on a steamer again. For that there are several reasons. First, we have a heavy south-east set outside for nearly nine months of the year, and if a pilot boat goes outside the heads, with a northerly wind blowing, she finds it difficult to beat back again. I am informed that to-day the "Karakatta" came into the bay through Freeman's Channel, and with a very little expenditure it could be made the best of the three. It has frequently happened that vessels have approached the north-west passage and the north passage at the same time. Without a steamer how would it be possible to put a pilot on board each vessel without an enormous loss of time? Then, again, the sandbanks in several of the channels have been known to shift, and it would be very easy for a steamer to take soundings and find them out. That would do a great deal of good in preventing vessels getting on the banks. The buoys frequently get adrift, in which case it is very dangerous for vessels and even for the pilots themselves when the sky is obscure. A steamer is also necessary to help vessels to get through the channels. Again, the pilots have seven or eight miles to walk from Bulwer to board the schooner to get to the Yellow Patch, carrying their swags over the sand. That could be avoided if there was a steamer. In every possible way a steamer would be of service. It would let the shipping world know that Brisbane is a port that at any time vessels can get in and out of safely. I remember one vessel that got dismasted outside with immigrants on board, and she had to remain outside eight

days. If a steamer could have taken her in tow at once and brought her into the port it would have been a great saving to the Black-ball line. I hope the Treasurer will take this matter into his favourable consideration, and put the pilot steamer on again. She is lying in the river doing no good. With a few repairs she could take up the position again, and do work that would be advantageous to the port.

Mr. ARCHER: When the hon. member for Bulimba first put this notice on the paper I was of the same opinion as himself that a steamer should be provided to conduct the pilot service of the port. At that time I had not read the report of the inquiry made by the Marine Board into the loss of the "Aarhus." I was ignorant of everything that had occurred. I did not even know the circumstances under which she was wrecked. Having read the evidence, I am bound to say that I have changed my opinion entirely. It is not the want of a steamer that has caused vessels to be lost. It is the fault of the pilot service itself. I will give my reasons for having arrived at an opposite conclusion. I will say at the beginning that I do not agree with what the hon. member for Fitzroy said about the justice or necessity of having a steamer at Keppel Bay. I know a good deal about the harbours along the coast, and I have once served before the mast myself. I know quite well that the entrance to Moreton Bay is more difficult than the entrance to the Fitzroy. If the business of the port of Brisbane was now what it was some years ago I would undoubtedly vote for a steamer being placed there; but under present conditions the report of the Marine Board has led me to believe that a steamer is not necessary. What is necessary is that the pilot service ought to be conducted in a different manner than hitherto. The evidence given with regard to the schooner is contradictory. According to Pilot Blanchard her behaviour at sea was enough to make anyone condemn her. But, on the other hand, Coxswain Rogers said that she was workable, that she sailed well, and was perfectly safe; and that was borne out by the evidence of Captain Mackay, who had had a lengthened experience of her. With all her good qualities, however, I am very far from thinking that, if the trade of the port was very large, a sailing vessel could undertake the service. The weather may be calm, so that she may be unable to get out, or the weather may be so heavy that she has to remain inside, although in the latter event large vessels would stand off the coast. On the whole, I would say that if the trade were large enough it would be advisable to have a steamer. When our trade was larger the revenue from pilotage was much larger than it is now.

Mr. KING called attention to the state of the House.

Quorum formed.

Mr. ARCHER: I was in Rockhampton when the wreck of the "Aarhus" took place, and from the reports in the papers I came to the conclusion that the wreck was unavoidable; but since I have read the evidence taken by the Marine Board I have come to the conclusion that it was not the fault of the wind or the weather, but that it was entirely due to the pilot service. The board found that in the first place the wreck was caused by the captain having misjudged his distance from Cape Moreton; secondly, through the captain not checking his position when approaching the port; thirdly, through his not steering for the pilot's flare-up after having exchanged signals with the pilot boat; and fourthly, through his standing out to the north-east. To a person who has been to sea that appears to be unutterable rubbish after the evidence that was taken. The evidence went to prove that the vessel was signalled to the

southward of Cape Moreton towards evening. She was then six or seven miles to the southward; the pilot vessel was warned that the vessel was approaching, and she answered the signal. Instead of taking up her anchor she merely hove to. Now the master of a foreign vessel coming into a port expects the pilot to come to him, but although the weather was so calm that the pilot could have gone off in the dingy he did nothing until the ship rounded North Point. It is only natural under such circumstances for the master of a vessel to get flurried. No wonder that the captain put out to sea again. He had not a good chart, it is quite true, but he had good sailing directions, which led him to expect that he would be met by the pilot. I do not think that the wreck of the "Aarhus" was caused by the fact of the pilot vessel not being a steamer. It was the fault of the pilot in charge. The Portmaster is in a very difficult position in having succeeded Captain Heath, whose equal cannot be found in Australia; and I regret to say that the present Portmaster has not received that loyal support from some of those under him which he was entitled to expect. I will give one instance of something which seems to me to have been caused not by stupidity but by disloyalty. When Pilot Blanchard was asked why he did not go out to the "Aarhus" he replied that the regulations forbade him. He was asked if the regulation laying down the cruising ground of the pilot schooner prevented him going outside its limits. The 7th regulation says that the pilot vessel must not leave the cruising ground except in cases of emergency, or at the discretion of the pilot in charge, when considered necessary for the benefit of the service, and nearly all the pilots have said that regulation prevented them from going outside. Under that rule it is the pilot's duty to meet vessels outside the cruising ground whenever they are approaching the port, and the wreck of the "Aarhus" was caused through the pilot not obeying the regulation that he was to go outside if necessary. She was not lost through obeying the order, but through disobeying it, and I can hardly think that the hon. member for Bulimba believes the rule prevents a pilot from doing his duty. I, as well as the pilots, regret that Captain Heath is not here, but they have no right not to do the best they can to bring vessels safe into harbour. I feel very strongly in the matter, and think we ought to be ashamed of what happened. In regard to the superiority of a steamer, I have read everything for and against the schooner, and have come to the conclusion that for the present she is capable of doing all that is required of her if the pilots will only do their duty. When the Marine Board report that the trade has so much increased that a sailing vessel cannot do the work, I will have the greatest pleasure in advocating the employment of a steamer, but I have no jealousy in the matter at all. Of the three ports of Brisbane, Rockhampton, and Townsville, the first is the most difficult to enter, and every vessel coming here should have assistance. For the present a sailing vessel is quite sufficient if the men are anxious to do their duty.

Mr. DUFFY: I do not think it is fair to blame the port authorities for the reductions that have been made in the service, because those reductions were necessitated by the exigencies of the colony. When the "Advance" was doing the work, the trade of the port was much greater than it is now. I find from a return that between 1st January and 30th June, 1886, the "Advance" attended upon 294 vessels, whereas from the 1st January to 30th June of this year the schooner attended on 130 vessels, or less than half; so that the authorities were

quite justified in making a reduction and putting an end to the extravagance of a steamer by substituting a sailing vessel. I cannot agree as to the advisability of relieving the Portmaster of his duties as chairman of the Marine Board, and hope that alteration will not be made. I may refer hon. members to the report of the select committee regarding the Railway Commissioners as a proof that it is a mistake to have two authorities in one department. In all the other colonies they have the same system that we have now, and I do not see that any alteration is necessary in the case of Queensland.

The Hon. J. R. DICKSON, in reply: With regard to the remarks made by the hon. member for Rockhampton, I join issue with him in the statement that the inquiry instituted by the Marine Board was an inquiry held for the purpose of endeavouring to learn whether steam was superior to sail. I think all who read the evidence will see that it was held more to support the existing state of things than to see if improvements could be made. I am not going into the question of the merits of the schooner, but it has been said that she is slow, that she won't stay and won't steer, and is absolutely dangerous; so that she must be a bright class of vessel. With regard to the pilots, while I admit in the case of the "Aarhus" there was very great delay on their part, and extraordinary negligence on the part of the lookout at the lighthouse, still all the pilots appear to have been under the impression that they could not leave the ground. A notice was issued to all the world, No. 18 of 1892, stating the cruising ground within which only the pilot schooner could be found, and it was through this notice that the "Aarhus" got into that unfortunate position. That notice described a cruising ground bounded by an imaginary line which ran inside Smith's Rock and Flinders' Rock and the line of reefs that form the north-eastern boundary of the entrance to Moreton Bay, but over-sea vessels cannot reasonably expect to find pilots outside the limits of the cruising ground contained in the notice. I have already endeavoured to explain that in addition to the pilot service there are a lot of other services that could be performed by a steamer, such as moving buoys and beacons, and sounding channels and surveying. I am pleased with the reception my motion has met; and I may mention that since I addressed the House on the question I have received a very large number of communications from captains who have since arrived in our port expressing their approbation of this matter being brought before the public. I am sorry to say that, notwithstanding the investigation held by the board, there does not seem to be the slightest amendment either in regard to celerity in putting pilots on vessels, improving the lookout at Moreton Island, or any other improvements which even the Marine Board admitted were requisite in the interests of the public service. I have to thank the Premier for having expressed his intention of looking into the matter fully, and for intimating that, if the expense did not exceed £1,000 or so, he would be inclined to direct that a suitable steam vessel should be placed at the service of the board. Without taking up more time, I will simply say that I wish the House to express its opinion on this matter, so that the result may be recorded in "Votes and Proceedings."

Mr. GLASSEY: I am glad to know that the Premier is about to take this matter into consideration during the recess, and I will vote for the motion because I think that a steamer should be employed in the service. I also wish to direct the Premier's attention to the fact that there is no practical seaman on the Marine Board, and to ask that he will give the matter his attention.

Question put and passed.

#### ADJOURNMENT.

The PREMIER: I move that the House, at its rising, do adjourn till this day week. I may state that in the meantime a proclamation will be issued proroguing Parliament.

Mr. FISHER: I think there are some other measures to come before this House. There is the Probate Bill, for instance. That important Bill was passed by this House, sent to the other House, where it was amended. We disagreed to the amendments and sent the Bill back again, and we have not heard about it since. I think the Government might make some statement with regard to that measure.

Mr. POWERS: I think the Premier, when moving the adjournment, might inform us what the Government propose to do in connection with the Federal Council, and also in connection with the meeting of Premiers at Hobart.

Question put and passed.

The PREMIER: I may intimate that I recently received a communication from the Premier of Victoria, who is chairman of the standing committee, summoning a meeting of the Federal Council for the 30th January. No appointments have been made as yet to fill up the number of members we are entitled to nominate to attend that Council. The two existing members are the Hon. B. D. Morehead and Sir Thomas McIlwraith; and it is intended to appoint three more, of whom the Attorney-General and the Secretary for Lands will be two.

An HONOURABLE MEMBER: Who will be the other?

The PREMIER: It is not quite decided who the third will be.

Mr. McDONALD: I hope he is a Government supporter.

The PREMIER: In case Sir Thomas McIlwraith should not be able to attend, of course someone else will be appointed in his place. As to the meeting of the Premiers at Hobart, I do not know very much about that. I have not given it much encouragement myself, because I do not believe in meetings of that kind.

Mr. GLASSEY: What are they going to do?

The PREMIER: Don't ask me, because I don't know. I move that this House do now adjourn, and in doing so I can only express my thanks to all members of the House on both sides for the courtesy I have received at their hands.

HONOURABLE MEMBERS: Hear, hear!

The PREMIER: I hope we shall all meet again, and that we shall always be on friendly terms.

An HONOURABLE MEMBER: When shall we meet again?

The PREMIER: As far as my idea goes, it will be some time about the middle of June.

Mr. FISHER: What about the Probate Bill?

The PREMIER: I have no information with regard to that. We only get information from the other House by message; and no message has arrived.

Mr. GLASSEY: There is one little matter which it will not be wrong to refer to now. I believe it is expected that a distinguished person will visit these colonies shortly—a royal personage—and I hope the Government will not spend a single shilling in connection with the visit of that person to this part of the world. If they do I hope they will put their hands into their own pockets, and not call upon the taxpayers to lay out their money.

An HONOURABLE MEMBER: Who is the visitor?

Mr. GLASSEY: The Duke of York and his lady—and the baby probably. I shall not join in the welcome; I shall join in the opposition; particularly if there is to be a single shilling of the people's money spent in the matter. I only hope that when we come back next year the Premier will meet us early with a reasonable

programme and well-balanced temper, so that we may get through the business in a satisfactory manner.

The COLONIAL SECRETARY: When the session was closing last year I was one of those who unfortunately was not present. At that time a statement was made regarding myself which I should have explained had I been present. The hon. member for Gympie stated that when they met next session they would "have it out" with the Colonial Secretary, and that Mr. Hall, the late member for Bundaberg, absolutely denied the statement made by me. The Colonial Secretary has been here the whole of this session, but there has been no sign of having it out with him, and I now repeat the statement I made. I said then that I was in possession of two letters written by a former member of the House, Mr. Hall, in which that gentleman applied for a share of certain informers' money. Those two letters are still in my possession, and anyone who wishes to see them can do so. The only explanation due to the gentleman concerned is that he wrote on behalf of other persons whose cause he warmly espoused. The statement I made in the House at the time is absolutely correct. I said there was no need to fancy that kanakas would not be looked after, because I held in my hand two letters showing that there were persons assisting me in the administration of the Act; but I never referred to them disparagingly. Whenever I am given an opportunity I will either prove any statement I make in the House or withdraw it. There is nothing in the conduct of the person concerned or of the other persons who wrote to me which in the least reflects upon them.

Mr. FISHER: This is a most extraordinary procedure. The House would imagine, from what the Colonial Secretary says, that I made an attack upon him last session. The hon. gentleman grossly misrepresents what is in *Hansard*. At the close of the session the then member for Burke, Mr. Hoolan, referred to the matter, and I, at the conclusion of what was said by him, interjected, "Mr. Hall denies the statement about blood money," and I said that because an hour previously I had seen a telegram from Mr. Hall denying that he had received any blood money. The hon. gentleman's statement is gross misrepresentation, and can only be made for the purpose of hiding grosser inaccuracies committed during the present session. If that is the way Ministers of the Crown are going to set themselves right before the country, then I am prepared to submit the case to the country.

Mr. POWERS: I think this matter had better drop, and that we should separate in as good a tone as possible. I hope we will carry on our business next session in a better spirit than has been shown during this session. If the Premier treats this side of the House with the courtesy which we have a right to expect, I am sure that next session will go on without any friction. There have been differences between us this session, and I regret them, but we do not carry them outside the House. I hope we will agree to adjourn now, and meet again next year prepared to carry on the business of the country in a satisfactory manner.

Mr. REID: I am sorry the Attorney-General is not present, because I should like to have heard something about the Probate Bill. We were kept here until 1 o'clock this morning, and the amendments made in the original Bill were accepted, but we disagreed with amendments that were beyond the scope of the Bill. The Bill, it seems, has now been dropped; and I object to Bills from this Chamber being slaughtered by the other House. I hope the Attorney-General will make some statement to the House as to what has become of the Bill.

Mr. HARDACRE: I wish to call the attention of the House, and especially of the Secretary for Lands, to the position of the co-operative groups. Grave fears have been expressed in one of the metropolitan papers as to the possibility of their being in want of money, and having to disperse—

The SPEAKER: I think the hon. gentleman is now taking an advantage of the motion which he ought not to take. In connection with the matter to which the hon. member is referring, he could make personal application to the Secretary for Lands; but the course he is adopting is contrary to the Standing Orders. The hon. member cannot bring the matter up as one of "urgent public importance" upon this motion.

Mr. HARDACRE: I submit to your ruling, Mr. Speaker, but as this is the only opportunity I will have I think I am not overstepping the bounds in expressing the hope that if the funds of the groups are found to be insufficient the Secretary for Lands will see that they do not go short until the House meets again. With respect to the remarks of the junior member for Maryborough, I cordially agree with them. I have great differences with hon. members opposite politically, and shall always fight as I have done for the principles I believe in and against those I do not believe in; but there is no personal bitterness in my opposition to hon. members opposite, and I hope there is none in theirs towards me. I hope that during the recess Ministers will prepare Bills that will do good for the colony; but, unfortunately, I do not think they will introduce measures that will bring back prosperity.

The SECRETARY FOR LANDS: I may say that the whole subject of the co-operative groups will be looked into carefully by me during the recess. Neither the Government nor myself have ever treated the groups except with the greatest consideration. There is an object lesson to be learned from these groups, which will be developed before long. I cordially reciprocate the remarks of the hon. member for Maryborough. As regards anything that has occurred in the House, it will be a pleasure to meet hon. members opposite with a clean sheet before us, and I hope we will have every success in our legislation.

Question put and passed.

The House adjourned at four minutes to 10 o'clock.

*Parliament prorogued by following Proclamation in Gazette Extraordinary, Tuesday, 11th December:—*

"A PROCLAMATION by His Excellency  
General Sir HENRY WYLIE NORMAN,  
Knight Grand Cross of the Most  
Honourable Order of the Bath,  
[L.S.] Knight Grand Cross of the Most  
H. W. NORMAN, "Distinguished Order of St. Michael  
Governor. "and St. George, Companion of the  
"Most Eminent Order of the Indian  
"Empire, Governor and Commander-  
"in-Chief of the Colony of Queensland  
"and its Dependencies.

"IN pursuance of the power and authority vested in  
"me as Governor aforesaid, I, Sir HENRY WYLIE  
"NORMAN, do, by this My Proclamation, Prorogue the  
"Parliament of Queensland to Tuesday, the twenty-  
"second day of January, 1895.

"Given under my Hand and Seal, at Government  
"House, Brisbane, this eleventh day of December,  
"in the year of our Lord one thousand eight  
"hundred and ninety-four, and in the fifty-eighth  
"year of Her Majesty's reign.

"By Command,

"HORACE TOZER.

"GOD SAVE THE QUEEN!"